

מדינת ישראל

משרד ראש הממשלה

ארכיון המדינה

לפי, סא

finances of Tul Karm
Affula and Lines
צנתיו כספים, קווו גול כס,
עפולה ונבלס (הגלגל למקו 11)
7/1937 - 7/1936

מדינת ישראל

גנזך המדינה

Finances of Tul Karem, Affulah and Nablus line
שם תיק: 5232/12-מ
מזהה פיזי: 000v2pj
מזהה פריט: 2-120-4-9-9
כתובת: 18/08/2021 תאריך הדפסה

מ

ארץ ישראל
ממשלת המנדט

מחלקה ארץ ישראל (הכספים) (הכספים)

חשבונית 28

תיק מס'

מכיל מס'

Fi / 4/4

Finances of Tul-Karm,

Mula and Cablus Sine

F1/4/4

PALESTINE RAILWAYS

Telegraphic Address:-

"TRAFFIC"-HAIFA.

Code used: "A.B.C." 6th Edition

Office of The Commercial Manager

Haifa Station 30th July, 1937.

Enclosures.

In reply please quote

C.1/90/6B.

General Manager. ✓

SUBJECT :- Restrictions on the Transport of
Melons from Palestine to Damascus
by rail.
REFERENCE :- Your 39/9/2 of 19th July, 1937.

I am now advised by the Chemin de Fer
du Hedjaz that the restrictions imposed on the trans-
port of melons by rail from Palestine to Syria were
removed on the 29th instant.

J.I.

The Commercial Manager
for COMMERCIAL MANAGER.

I. M. To p. sec.

Guib
31/7

1
Pl. b. u.
Aug: 31st 1937
send out if any
liens are
hotters section
2/8/37

BF 31.8.37

19th July

7.

39/9/2.

COPY.

DEPARTMENT OF AGRICULTURE & FISHERIES
P.O.B. 483,
JERUSALEM.

VERY URGENT.

No. 301.

15th July 1937.

General Manager,
Palestine Railways,
Haifa.

Subject :- Potatoes and Water Melons.

I refer to Mr. Campigli's conversation with Mr. Smith and to Mr. Brown's telephone message this morning to Mr. Campigli to the effect that legislation is being published which provides that potatoes may, if packed in sealed bags and consigned for delivery in bond at any of the said ports (i.e., Jaffa or Haifa) be imported from Syria by road via Ras en Naqura or Rosh Pina or, by rail, via Samakh.

2. The Chief Plant Protection Officer has already authorised his staff to permit the entry of potatoes from Syria into Palestine subject to the above-mentioned conditions, in anticipation of the publication of the amended legislation.

3. I also attach a copy of my letter to the Chief Secretary with regard to water melons, which is self-explanatory.

(Sgd.) J.M. Smith.
Acting Director of Agriculture
and Fisheries.

Copy to :- Director of Customs, Excise & Trade, Haifa.

Commercial Manager.

For information. Copy of my letter 39/9/2
of July 16th 1937 addressed to Government is also attached.

CHW./ CD.

General Manager.

PALESTINE RAILWAYS

300

TELEGRAPHIC ADDRESS:
"TRAFFIC" — HAIFA.
CODE USED: "A.B.C." - 6TH EDITION

Office of The Commercial Manager

HAIFA STATION. 15th July, 1937.

ENCLOSURES.

IN REPLY PLEASE QUOTE

C.1/90/6B.

General Manager.

SUBJECT :- Opening of Mas'udiya - Affula Line
for Melon Traffic.
REFERENCE:- Your 39/9/2.

In continuation of my letter of the 13th
instant, Mr. Gasc has replied to my telegram as follows :-

" Syrian Customs prohibit the importation of
melons from Palestine and Trans-Jordan by
rail and road. "

JL.

P. F. Lourenço
COMMERCIAL MANAGER.

39/9/2

16th July

37.

Chief Secretary.

Subject :- Opening of the Nablus-Affula Line for melon traffic.

I wish to refer to my letter of July 7th and to inform you, as a matter of interest, that when we advised the Chemin de Fer du Hedjaz of our intention to send melons via the Hijaz Railway to Damascus on the request of the merchants both in Syria and in Palestine we were informed that the import of melons to Syria was only permitted by sea.

2. Our Agent in Damascus has informed me that this action by the Syrian authorities is in retaliation for the prohibition of the import of potatoes into Palestine except through the ports of Haifa and Jaffa as notified on page 121 of the Agricultural Supplement No.18, Palestine Gazette No.698 of June 17th 1937.

3. I do not know whether this statement is correct but I have communicated it to the Acting Director of Agriculture and Fisheries. I had in fact already written to him several days ago on the subject of the import of potatoes because the prohibition affects the considerable normal traffic by rail from the neighbourhood of Zahlé and other places in Syria where potatoes are grown in large quantities.

CHW./

CD.



General Manager.

Department of Agriculture & Fisheries,
JERUSALEM, PALESTINE
P.O. B. 483

IN REPLY PLEASE QUOTE

No. Ag. 301

Telephone No. 1022, JERUSALEM

Subject: Potatoes and Water
Melons.

15th July 1937

Very Urgent

General Manager,
Palestine Railways,
Haifa.

I refer to Mr. Campigli's conversation with Mr. Smith and to Mr. Brown's telephone message this morning to Mr. Campigli to the effect that legislation is being published which provides that potatoes may, if packed in sealed bags and consigned for delivery in bond at any of the said ports (i.e. Jaffa or Haifa) be imported from Syria by road via Ras en Naqura or Rosh Pina or, by rail, via Samakh.

2. The Chief Plant Protection Officer has already authorised his staff to permit the entry of potatoes from Syria into Palestine subject to the above-mentioned conditions, in anticipation of the publication of the amended legislation.

3. I also attach a copy of my letter to the Chief Secretary with regard to water melons, which is self-explanatory.

1
*1/ send copy
quoting letter
attach letter
note to Govt. Secretary.*

f. h. Amin.
ACTING DIRECTOR OF AGRICULTURE
AND FISHERIES.

Copy to: Director of Customs, Excise
and Trade, Haifa.

17/7
*Give to Mr. see. I
have informed the Council
Mr. Glick 17/7*

Department of Agriculture & Fisheries,
JERUSALEM, PALESTINE
P. O. B. 483

IN REPLY PLEASE QUOTE

No. Ag. 301

Telephone No. 1022, JERUSALEM

VERY URGENT

Subject : Prohibition of Importation
of potatoes from Syria to
Palestine by road.

193

Reference: Your A/29/37 of 14.7.37.

CHIEF SECRETARY

I concur in the Order under the Plant
Protection Ordinance attached to your above-
quoted transmission slip.

2. I should be grateful if this could be
published as a Gazette Extraordinary immediately
in view of the following facts:-

- (a) The General Manager of the Palestine
Railways has informed me that traffic
is being lost as a result of the
legislation which requires potatoes
to be imported by sea and as a result
thereof,
- (b) the Syrian authorities have issued
instructions whereby Palestine water
melons cannot be accepted for import
into Syria by rail, i.e. the Syrian
authorities appear to have adopted a
retaliatory measure requiring Palestine
water melons to be imported by sea
notwithstanding the fact that I have
pointed out in paragraph 5 of minute (25)
on your file A/29/37, that such action
would be unreasonable as the measures
taken by us are purely for Plant
Protection measures which could not be
taken against Palestine water melons
on phyto-sanitary grounds.

3. In view of the position stated in sub-
para (b) above, I should be grateful if urgent
representations may be made to the French authorities
for the immediate rescindment of the unreasonable
restrictions which they have imposed on the export
of water melons from Palestine to Syria.

Copy to: General Manager,
Palestine Railways, Haifa.
" " Director of Customs, Excise
and Trade, Haifa.

GM.

ACTING DIRECTOR OF AGRICULTURE
AND FISHERIES.

296

OFFICE NOTE.

I spoke this morning with Mr. Smith, Acting Director of Agriculture, who said that he understood that the regulations prohibiting the entry of potatoes other than by sea had been introduced owing to disease but he would see whether they could now come in by rail. I was subsequently informed by his office that an Extraordinary Gazette would be issued cancelling the restriction placed upon the importation of potatoes by rail and Haj Mustafa Attar and the Commercial Manager were so informed.

G. A. G.
15.7.1937.

CD.

295
HAJ MUSTAFA ATTAR
DAMASCUS.

13th July 1937.

General Manager,
P.R.

The letter I have already sent to you has not yet been acknowledged.

On the 12th instant the Customs Department at Damascus received a telegram from the General Customs Administration prohibiting the entry of melons for Syria by road and restricting it to sea.

The imposition of this restriction will prejudice the Palestine and Hijaz Railway and will particularly affect the Palestine farmer.

I understood from higher authority that this is a retaliatory measure against the prohibition by the Palestine Customs Administration of the entry of potatoes not forwarded by sea.

The Director of Customs should be approached to reconsider his decision and thus enable the question of melons to be reconsidered.

(Sgd.) Mustafa Attar.

EB./CD.

COMMISSION & TRANSIT

IMPORTATION, EXPORTATION

REPRESENTATION

ENTREPOT

BRANCHE SPÉCIALE POUR LE PETROLE

DAMAS, B. P. NO.

Rd. Télég. Moustafa Attar

CODE. A. B. C. 5 EDIT.

حاج مصطفى عطار

HAI MOUSTAFA ATTAR



قوميون وترانسيت

يقبل امانات برسم التصريف والتخزين
والشحن للجهات

فرع خصوصي للكمال

شام - صندوق البوسطة
تلفرافياً - مصطفى عطار - شام

شام في ١٤ غرة ١٣٢٧ هـ الى صفا

لجناب عفة مبركة حبيب فطمة الحزم

سلام ونحبه ابدى سجد خدمت نخير امر رسلكم واطلعكم عليه والله لم اخذت ما بطيخه
البيخ
١٤٠٠ الجبر اخذت اذرك مبرك الشم برخيه مه اذرك المبرك العام مفارحها منع دخول البيخ سوريا
عنه طريبه البر رحمة فرطيه البحر ربهنا اكله بجهن اخر لعله حبيب فطمة وللحجاز
ومصرنا عند الفلاح الفطنة فحيت اعم عفتكم ذالديك تعضوا بفضول اخوان
ولله الانفا منه المراجع العليا نهر انه كعد كانه مقابل ما فطمة حجاز الحب
فطمة منه منع دخول البطالها الا عمر طريبه البحر لحيقا دباخا فطمة سجد
الخط مع اذرك المبرك فطمة لتعديل فطمة البطالها بصل فطمة البيخ

PALESTINE RAILWAYS

293

Telegraphic Address :—
"TRAFFIC"—HAIFA.
code used : "A.B.C." 6th Edition

Office of The Commercial Manager

Haifa Station 13th July, 1937

Enclosures.

In reply please quote

C.1/90/6B.

General Manager.

SUBJECT :- Opening of Mas'udiya - Affula Line
for Melon Traffic.

REFERENCE:- Your 39/9/2 of 6.7.1937.

I casually learned this morning that
melons are prohibited from being sent Palestine to
Syria other than by sea.

Mr. Fletcher of Department of Customs
& Trade ~~knew~~ nothing of this but on enquiry from the
Frontier Posts he informed me the Syrian Customs
have issued instructions which prohibit road or rail
transport of melons of all kinds from Palestine to
Syria.

The matter is being taken up by Customs
and in the meantime I have wired Mr. Gasc for a
confirmation.

J.I.

Ha Lipsom
COMMERCIAL MANAGER.

*Recd
L.I.B.
16/7*

39/9/2.

7th July

37.

Chief Secretary.

Subject :- Opening of the Nablus-Affula line for melon traffic.

The re-closing of this section of the line after its temporary use by the army last year was notified in Gazette No.654 dated 24th December 1936, page 1342.

2. As a result of representations made by melon growers in this district and by melon merchants in Damascus I have agreed to run an occasional goods ^{train} ~~traffic~~ during the season and when justified in order to facilitate the despatch of melons from this line to Damascus. Rail connection via Tulkarm involves transshipment between gauges at that station and at Haifa and the merchants will not forward their melons in this way owing to the damage and delay.
3. I do not think it is necessary to gazette the use of the line for these occasional trains but I acquaint you of my action for your information.



General Manager.

CR.

CRW/

Copy to:- District Commissioner, Northern District, Haifa.

6th July

7.

39/9/2.

Commercial Manager.

Subject 1- Opening of the Habled-Affula line for melon traffic.
Reference:- Your letter C.1/90/6 of the 6th July 1937.

I agree to your proposal that during the melon season we should run an occasional train on the Habled-Affula section when justified by the traffic and facilitate the despatch of melons from this line to Damascus.

2. I note that the other Branches concerned have no objection but that if a daily train were run the Chief Engineer estimates the additional cost at about £2.50 but as the line is already fit for traffic at low speeds and as the trains will only be occasional and less frequently than once a day and also for a period of probably less than two months in the dry weather, I feel there should be no appreciable additional cost for maintenance purposes especially as, so far as I remember, the annual costs have always included some attention to this line.

3. Please let me know at the end of the season the number of trains & wagons run and the revenue.

CRW/ CR.

[Signature]
General Manager.

Copy to:- Chief Engineer.
Copy to:- Superintendent of the Line.
Copy to:- Chief Accountant.

PALESTINE RAILWAYS

290

Telegraphic Address :—
"TRAFFIC"—HAIFA.
code used : "A.B.C." 6th Edition

Office of The Commercial Manager

Haifa Station 6th July, 1937.

Enclosures.

In reply please quote

C.1/90/6.

General Manager.

Ln 39/9/2.

SUBJECT :- Opening of Masudiya - Affula Line for
Melon Traffic.

Mr. Gasc has written me to say that melon merchants in Damascus have represented to him the necessity for forwarding melon traffic from Tulkarm via Mas'udiya to avoid the inevitable damage and additional expense which would result during transshipment at Haifa.

I have received a similar representation from the firm Sbei Freres & Co. drawing attention to the serious loss the Railway suffered in the previous seasons from motor competition.

I have examined this question in order to see what additional expenditure would be incurred if effect were to be given to these requests.

The Running Superintendent is in a position to supply a "B" Class engine but considers that the Affula triangle should be re-connected.

The Chief Engineer advises me that the Affula - Mas'udiya Section may be used for occasional traffic at the following speeds :-

Affule - Sila : 10 K.P.H.

Sila - Mas'udiya: 20 K.P.H.

If there is a daily train during the melon season a gang would be required to work in the Affula -

PALESTINE RAILWAYS

289

Telegraphic Address:—
"TRAFFIC"—HAIFA
code used: "A.B.C." 6th Edition

Office of The Commercial Manager

.....Enclosures.

Haifa Station 193.....

- 2 -

In reply please quote

--

Mas'udiya Section with the Wickham Motor Trolley and trailer and the cost per month would be about Lp.50. This expenditure is not covered by Abstract "A".

The line would be acquired to remain open for about two months and it is considered that this extra expenditure would be amply covered by the additional traffic which the opening of this line will secure to rail.

I shall be obliged if you will advise me by return if you are in favour of the proposal.

J.I.

J. M. Simpson
COMMERCIAL MANAGER.

788.

GM.421.

6th April

37.

Chief Secretary.

Subject :- Re-opening of the Affula-Mas'udiya section of the
Hijaz Railway.

Reference:- Your papers R/43/35.

Referring to this office letter GM.421 of the 12th December 1936, I wish to inform you that expenditure amounting to £P.645 was borne by the Hijaz Railway in connection with the operation of the Affula-Mas'udiya section by the Military authorities between the 9th November and 17th December 1936.

2. Part of the expenditure has been included in the applications which were submitted to the Treasurer with my letter GM.695 of the 25th March, for Special Warrants to cover certain excesses in the maintenance Abstracts in 1936-37. The amount of £P.222 for hire of engine No.106 from the Chemin de Fer du Hedjaz is covered by Special Warrant No.R/38 dated the 31st March 1937.

GMC./ NG.



General Manager.

287

19th March

7.

GM.421.

URGENT.

Chief Accountant.

Subject :- Re-opening of Affula-Mas'udiya Section by the
Military Authorities.

Reference:- Your letter RC.68/12/357 of the 15th March 1937.

I shall be glad if you will furnish not later than the 22nd March particulars of the expenditure charged to Abstracts 'A', 'B', 'C' and 'D' in respect of the re-opening of this section.

2. With regard to the applications for the Special Warrants referred to by you, it was arranged that you should discuss particulars of the expenditure with the Acting Treasurer in order that the applications, which are still with you, may be passed by him without delay after they have been submitted by me.

GMC/ CE.

22/3

Guib

✕ General Manager.

PALESTINE RAILWAYS

TELEGRAPHIC ADDRESS:
"TRAFFIC" - HAIFA.
CODE USED: "A.B.C." - 6TH EDITION

Office of The Commercial Manager

HAIFA STATION 17th March, 1937

ENCLOSURE.

IN REPLY PLEASE QUOTE

C.1/90/6B.

General Manager.

SUBJECT :- Re-opening of the Affula -
El Mas'udiya Section of the
Hijaz Railway.

REFERENCE:- Your GM.421 of 17.12.1936. 763

I attach herewith a statement giving
the working results of the Affula - Mas'udiya Section
for the period 9.11.36 to 17.12.1936.

Jl. Ben
J. M. B.

M. S. Simpson
COMMERCIAL MANAGER.

COACHING.

PASSENGER AND BAGGAGE TRAFFIC CARRIED OVER THE AFFULA - MASUDIYA LINE 9.11.36 to 17.12.36.

	1st class		2nd class		3rd class		Total.	
	No.	LP. Mils	No.	LP. Mils.	No.	LP. Mils.	No.	LP. Mils.
Haifa - Arrabeh	-	-	-	-	1	035	1	035
Haifa - Nablus	1	690	-	-	226	51.810	227	52.500
Haifa - Jenin	-	-	1	0.220	62	10.350	63	10.570
Haifa Excess fares.	-	-	-	-	27	1.760	27	1.760
Affula - Jenin.	-	-	-	-	1	035	1	035
Affula - Sabastieh	-	-	-	-	4	265	4	265
Nablus - Haifa.	27	18.630	-	-	687	159.160	714	177.790
Nablus Excess fares.	-	-	-	-	5	240	5	240
Jenin - El Kantara.	13	4.160	-	-	344	37.840	357	42.000
	41	23.480	1	0.220	1357	261.495	1399	285.195

(H.R. share only)

BAGGAGE

Jerusalem-Nablus	122	1.875	Civilian.
Acre-Nablus	400	545	
Haifa-Nablus	277	1.445	
Beisan-Nablus	41	240	
Haifa-Jenin	448	1.245	
Affula-Jenin	15	050	
Jerusalem-Jenin.	85	885	
	1388	6.285	

From.

Weight.	Amount.
Tons. Kgs.	LP. Mils
297.757	548.045
80.000	68.675
35.725	22.040
11.000	7.800

424.482 646.560

G O O D S.

To.

Weight.	Amount.
Tons. Kgs.	LP. Mils.
243.056	171.285
99.416	69.795
270	160
080	070

348.822 241.310

286

PALESTINE RAILWAYS

Enclosures

OFFICE OF THE CHIEF ACCOUNTANT

In reply please quote

RC.68/12. /354

HAIFA, 15th March 1937.

17 MAR 1937

General Manager.

6421

Subject :- Re-opening of Affula-Mas'udiya Section
by the Military Authorities.

Reference :- Your letter GM.421 dated 3rd instant.

The amounts spent in respect of above have
been included in the applications for Special Warrants
for the Emergency Expenditure allocated to Abstracts
'A', 'B', 'C' and 'D' respectively.

VF.

K. Annanpish
Chief Accountant.

6421

283

15th March

7.

GM.421.

Chief Accountant.

SUBJECT :- Re-opening of Affula-Mas'udiya section by
the Military Authorities.

REFERENCE:- This office letter GM.421 of the 24th February
1937.

I shall be glad if you will arrange for the
draft application for Special Warrant to reach me not later
than the 22nd March.

GMC/

GB.

G. M. G.
X General Manager.

BF
21/3

282

3rd March

7.

GM.421.

Chief Accountant.

Subject :- Re-opening of Affula-Mas'udiya Section by the
Military Authorities.

I shall be glad if a reply may now be sent
to my letter GM.421 of the 24th February 1937.

NG.

E. J. B.
X General Manager.

15/3 ✓

24th February

7.

GM.421.

URGENT.

Chief Accountant.

Subject :- Re-opening of Affula-Mas'udiya Section by the
Military Authorities.

I shall be glad if you will expedite submission
of the draft application for Special Warrant asked for in
this office letter GM.421 of the 9th February 1937.

GMC./ NG.

G. M. G.
General Manager.

Bf
2/3

280

24th February

7.

GM.421.

Superintendent of the Line.

Subject :- Re-opening of Affula-Mas'udiya Section by the
Military Authorities.

Reference:- Your letter SL.2/58/11 of the 22nd February 1937.

I shall be glad if you will confer with the
Chief Accountant in regard to the disposal, etc., of the
bill received from the C.F.H. in respect of the hire of
Engine No.106.

2. The bill is returned herewith.

GMC./ NG.

J. Nig
X General Manager.

PALESTINE RAILWAYS

Telegraphic Address: —

"TRAFFIC"
HAIFA

Code used: "A.B.C." 6th Edition

OFFICE OF THE SUPERINTENDENT OF THE LINE
HAIFA

In reply please quote:

SL. 2/58/11

Enclosures.....

22nd February, 1937.

General Manager.

24 FEB 1937

PALESTINE RAILWAYS, HAIFA

SUBJECT :- Re-opening of Affula-Mas'Udiya Section
by the Military Authorities.

REFERENCE:- Your GM.421.

Further to my letter of the 27th of January, the Chief Mechanical Engineer has now passed to me the Chemin de Fer du Hedjaz bill in respect of the hire of Engine No.106 which had to be obtained in order to provide the necessary power to operate this line.

As stated in the final paragraph of my letter under reference I was under the impression that the Chief Mechanical Engineer would meet the costs of the hire of this engine, and in this connection I would refer to paragraph 87, Appendix 5 of Messrs. Price Waterhouse and Company's report with which you agreed.

Apparently the Chief Mechanical Engineer has no budgetary provision to meet the enclosed account and I take it therefore that this will be met from the Emergency Vote provided in respect of the disturbances last year and I accordingly enclose the bill for disposal.

[Signature]
SUPERINTENDENT OF THE LINE.

SH.

27/4
9th February

7.

GM.421.

Chief Accountant.

Subject :- Re-opening of the Affula-Mas'udiya section of the Hijaz Railway.

I shall be glad if you will furnish a draft application for Special Warrant to cover the expenditure incurred in connection with the re-opening of the above section between the 9th November and 17th December 1936.

..... 2. I enclose for your information a summary of expenditure amounting to £P.641.984 as furnished by Branches but you will no doubt have the figures verified prior to the submission of the application for Special Warrant.

GMC./ NG.

Emib
X General Manager.

13F
15/2

57

Summary of expenditure as notified by Branches in connection
with the re-opening of the Affula-Mas'udiya section of the
Hijaz Railways.

	<u>£P.Mils.</u>	<u>Reference.</u>
Superintendent of the Line.	299.129.	Letter SL.2/58/11 of the 27th January 1937.
Chief Mechanical Engineer.	49.064	Letter 12.2/13 of the 22nd January 1937.
" " "	25.155	Letter 5/14/8 of the 2nd January 1937.
" " "		
(Hire of engine No.106 and missing tools.)	221.636.	
Chief Engineer.	47.000	Letter 134.8/5 of the 4th January 1937.
Total :-	<u>641.984.</u>	

NG.

HIRE OF ENGINE No. 106 FOR MILITARY PURPOSES.

Engine taken over from C.F.H. at Samakh on 3.11.36.

Engine handed back to C.F.H. at Samakh on 26.12.36.

Hire charges first month. 30 days X LP. 3.

LP. 90

Hire charges after first month. 24 days X LP. 4. 215 Mils =

LP. 102

LP. 192.

Defects and missing engine tools

P. S. 15.500

30/1/37

Reading Time as
15.500 Syrian Pounds.

the equivalent in
Palestine Pounds is

£ 29.636 Mils

Yehuda. 29/1/37
by 30/1/37

[Signature]

[Signature]

PALESTINE RAILWAYS

Telegraphic Address:—

“TRAFFIC”
HAIFA

Code used: “A.B.C.” 6th Edition

OFFICE OF THE SUPERINTENDENT OF THE LINE
HAIFA

In reply please quote:

SL.2/58/11

Enclosures.....



27th January 1937.

General Manager.

Subject :- Re-opening of Affula-Massudiya Section
by the Military Authorities.

Reference:- Your GM.421 of 16.12.1936.

262.

As stated in this office letter SL.2/58/1 dated 1st December, 1936, I am showing the expenditure as for Affula-Nablus as the Military Trains ran throughout daily from Affula to Nablus.

TRAFFIC STAFF COSTS.

		<u>EP.Mils</u>	<u>EP.Mils</u>
a)	1 Station Master Nablus		
b)	2 Travelling Actg. Station Masters	53.811	53.811
c)	1 Watchman		
d)	2 Signalmen		

With regard to a & c I have charged only 50% of salary for the period named, as the Station Master and Watchman are normally required to deal with traffic from Tulkarm to Nablus but I think a moiety is now chargeable to the other sections.

Materials C.F.H. Engine 106 & P.R. Engine 154.

Coal	EP.216.852 mls	
Handling of coal.....	2.397	
Superheater Oil	1.402	
Engine oil.....	2.270	
Paraffin.....	0.740	
Cotton waste.....	0.260	
Water.....	8.040	
Washing out.....	0.832	EP.232.793 mls

Locomotive Staff Costs. EP.3.473 mls EP. 3.473 mls

Carriage & Wagon Costs.

Materials : EP.2.918 mls
Labour : EP.2.102 mls EP. 5.020 mls

Other Stores.

(Guards journals, kerosene, cotton waste). EP.4.032 mls EP. 4.032 mls

Total :- EP.299.129 mls
=====

Hire Charges of C.F.H. Engine No.106.

Under the present organisation the hire of engines is a matter which concerns the Chief Mechanical Engineer and presumably the required information in this connection will be supplied by the Chief Mechanical Engineer.

PALESTINE RAILWAYS

Chief Mechanical Engineer's Office

HAIFA.

.....Enclosures

In reply please quote

12.2713

General Manager.

Subject :- Re-opening of Affula-El Massudiya
and Tulkarm-Nablus Line.

Reference :- Your GM.421 of the 16th December 1936.

The total cost of maintenance of locomotives and
rolling stock (including accidents) for this special service
was EP.49.064 Mils.

SS.

Guib
Henry Williams
Chief Mechanical Engineer.

PALESTINE RAILWAYS

273

Telegraphic Address:—
"TRAFFIC"—HAIFA.
Code used : "A.B.C." 6th Edition

Office of The Superintendent of the Line.

Enclosures.

Haifa Station 15th January, 1937

In reply please quote

SL.A.6/235.

General Manager.



SUBJECT :- Collision between Engine No.106
and Motor Lorry at Level Crossing
Jenin on 10.12.36.
REFERENCE :- Your GM.421 dated 8.1.37. 272

The actual running cost in respect of the
relief engine sent out from Haifa is LP.3.100 mils.
I regret this was overlooked.

P. E. Foumenau
SUPERINTENDENT OF THE LINE.

Encl

LL. 1871/37

272

8th January

7.

GM.421.

Superintendent of the Line.

Subject :- Collision between engine No.106 and motor lorry at level crossing Jenin on 10th December 1936.
Reference:- Your letter SL.A.6/235 of the 5th January 1937.

According to your "Raildepts" telegram No.11/1 of the 11th December 1936, a relief engine was sent out from Haifa to bring in the disabled engine and presumably some expenditure was incurred by your Branch as a result of this accident.

2. I shall be glad to hear further from you.

GMCE CE.

L. A. H.
X General Manager.

PALESTINE RAILWAYS

271

Telegraphic Address:-
"TRAFFIC"—HAIFA.
Code used : "A.B.C." 6th Edition

Office of The Superintendent of the Line.

Enclosures.

Haifa Station 5th January, 1937

In reply please quote

SL.A.6/235.



general Manager.

SUBJECT :- Collision between Engine No.106
and Motor Lorry at Level Crossing
Jenin on 10th December 1936.
REFERENCE :- Your GM.421 dated 15.12.36.

The required information is given by the
Chief Mechanical Engineer in his letter 5.14/8 dated
2.1.37.

No further expenditure was incurred by
this Branch in this connection.

P. F. Foulwell
SUPERINTENDENT OF THE LINE.

LL.

PALESTINE RAILWAYS

Chief Mechanical Engineers Office

HAIFA

Telegraphic Address:
"LORAIL HAIFA"

Enclosures

In reply please quote

5.14/8

2nd January 1937

General Manager.

Subject :- Collision between Engine No.106 and
Motor Lorry at Level Crossing, Jenin
on 10th December 1936.

Reference :- Your GM.421 of the 15th December 1936.

The cost of repairing damage to engine No.106
was £P.20.155 Mils.

In addition some spares were removed from
stabled engines in workshops in connection with which no
direct expenditure was incurred. These are valued at
£P.5.

Henry H. H. H.
Chief Mechanical Engineer.

Copy to Superintendent of the Line.

Running Superintendent. Reference his R.1/5/292
of the 30th December 1936.

SS.

F. M. G.
57/1/37

269

PALESTINE RAILWAYS

OFFICE OF THE CHIEF ENGINEER.

Please address reply to:—
CHIEF ENGINEER
Palestine Railways
HAIFA.

Enclosures



In reply please quote:-

134.8/5.

4th. January, 1937.

General Manager.

SUBJECT :- Re-opening of Affula-Mas'udiya
Section by the Military Authorities.
REFERENCE :- Your GM.421 of 16.12.1936.

262

No expenditure other than that of £P.47 as notified in this office letter of 8.12.36 was incurred by this Branch in connection with the operation of the Affula - Mas'udiya section.

NG/


CHIEF ENGINEER.

268

Palestine Railways.

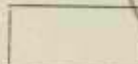
OFFICE OF THE ENGINEER WAYS & WORKS

Please address reply to :-
Engineer Ways & Works
Palestine Railways
HAIFA.

In reply please quote :

129/1203

Enclosures



19 DEC 1936



Haifa Station, 18th December, 1936.

General Manager.

129/1203

SUBJECT :- Collision between train No.106 and
motor lorry at level crossing, Jenin,
on 10th December, 1936.

REFERENCE :- Your GM.421 dated 15th instant. 260

No expenditure was incurred by this Branch.
This section is operated by the Military.

A.S.A.H.

*await 5th
me E
CA 28/12*

[Signature]
M. CHIEF ENGINEER.

19th December

267
6.

GM.421.

Chief Accountant.

Subject :- Re-opening of the Affula-El Mas'udiya and Tulkarm-Nablus lines by the Military Authorities.

Reference :- Your letter RC/68/12/902 of 28th November 1936.

The replies to the questions raised by you are as follows :-

- (i) This applies to Military, Government, and Public traffic.
- (ii) Yes.
- (iii) The assistance offered by the Military Authorities may be regarded more in the nature of affording training for their personnel.

2. Charges for the conveyance of Military traffic will be raised in the usual manner.

3. No charges will be raised against the Military in respect of Railway labour and materials except where the latter have been requisitioned direct from the Stores Superintendent or through Heads of Branches. In order to avoid the possibility of any misunderstanding on this account and the charges being rejected, I shall be glad to be informed of any such cases before bills are submitted to the authorities concerned.

4. No instructions will require to be issued in this connection.

2.

5. The application for Special Warrant will cover only the Railway share of expenditure. In this connection please see this Office letter GM.421 of the 16th December 1936.

GMC./ NG.

G. M. CAMPBELL,
General Manager.

*I discussed this
matter with Mr Young
this morning. Enib
19/12*

265

PALESTINE RAILWAYS

Chief Mechanical Engineers Office

HAIFA

Telegraphic Address:

"LORAIL-HAIFA"

Enclosures

In reply please quote

5.14/8

General Manager.

17th December 1936

Subject :- Collision of C.F.H. Engine No.106
with Motor Lorry at Jenin Level
Crossing on 10th December 1936.

Reference :- Raildept's wire No.11/1 of the
11th December 1936 and your letter
GM.421 of the 15th December 1936.

The following damage was sustained by engine No.106 :

1. Left hand front cylinder cover packing seat broken and cover unserviceable.
2. Left hand piston tail rod badly bent.
3. Left hand tail rod casing missing.
4. Left hand tail rod and gland packing missing.
5. Left hand front steam cylinder cock plug and rod missing.
6. Left hand injector delivery pipe connected to boiler clack box bent.
7. Left hand cylinder and slide valve iron sheeting damaged.
8. Left hand front and side window glass panes broken.
9. Side lamp broken.
10. Cowcatcher badly bent.
11. Left hand front step bent.
12. Box containing batteries broken.
13. 2 battery covers broken.

Repairs have been carried out and completed today.
I will advise you of the cost in due course.

*I give for cost
on basis of 11/12/36.*

R.F. 28/12

Thompson

Chief Mechanical Engineer.

Copy to Superintendent of the Line.

SS.

264

PALESTINE RAILWAYS

Telegraphic Address :-

"RAILSTORES"

HAIFA

OFFICE OF THE STORES SUPERINTENDENT

HAIFA

In reply please quote

74/43

Enclosures

18 1936

17th December, 1936. 193

General Manager.

6021

Subject :- Re-opening of Affula-Mas'udiya section
by the Military Authorities.

Reference:- Your GM.421 of 16th instant.

260

There will be no expenditure in connection with
the operation of the Affula-Mas'udiya section so far as this
Branch is concerned.

[Signature]

ACTG. STORES SUPERINTENDENT

[Signature]

17th December

6.

GM.421.

Commercial Manager.

Subject :- Re-opening of the Affula-Mas'udiya section of the
Hijaz Railway.

Reference :- Your letter C.1/90/6B of the 8th December 1936.

I shall be glad if you will arrange to furnish a further report on the traffic carried over the Affula-Mas'udiya section from the 9th November up to the date that the Military Authorities cease to operate the service.

2. The particulars to be supplied will, of course, include any military traffic carried by trains operated by Military personnel after the closing of the section for civilian traffic.

GMC./ NG.

F. A. G.
X General Manager.

262

OM.421.

16th December

36.

Chief Mechanical Engineer.
Chief Engineer.
Superintendent of the Line.
Chief Accountant.
Commercial Manager.
Stores Superintendent.

Subject :- Re-opening of Affula-Mas'udiya section by the
Military Authorities.
Reference :- This office letter OM.421 of the 10th December
1936.

In order that the necessary application for Special Warrant may be submitted to the Chief Secretary, I shall be glad if you will furnish particulars of the expenditure incurred by your Branch in connection with the operation of the Affula-Mas'udiya section by the Military Authorities from the date of re-opening until its being closed.

2. For the purpose of preparing the information required, the date of closing will be regarded as that following the last train operated by Military personnel.

GMC./

NO.

17
28/12 ✓

X *G. Wilson*
General Manager.

261

15th December 6.

GM.421.

Chief Mechanical Engineer.

SUBJECT :- Re-opening of the Affula - Mas'udiya and Tulkarm -
Nabluş lines by the Military Authorities.
REFERENCE:- Your letter 12.2/13 of December 12th 1936.

Engine No.106 should be returned to the C.F.H.
immediately it is no longer required by the Military
Authorities.

2. Although the Affula - Mas'udiya section will be
closed for civilian traffic as from the 18th December, the
Deputy Assistant Director of Transportation stated in his
letter MC/P. of the 10th December, that a number of special
trains will be run up to the 22nd December when the engine will
be handed over for return to the C.F.H.

GMC/

GB.

G. M. Bauseglio
General Manager.

Copy to :- Superintendent of the Line. ✓

260

15th December 6.

OM.421.

Chief Mechanical Engineer.
Chief Engineer.
Superintendent of the Line.

SUBJECT :- Collision between train No.106 and motor lorry
at level crossing, Jenin, - 10th December 1936.
REFERENCE:- Rsildepts telegram No.11/1 of the 11th December
1936.

I shall be glad if you will furnish particulars
of any expenditure incurred by your Branch resulting from
this accident.

GMC/

GB.

F. W. G.
X General Manager.

12 F
12/12

259.
PALESTINE RAILWAYS

Chief Mechanical Engineers Office

H A I F A

Telegraphic Address:

"LORAIL HAIFA"

Enclosures

15 DEC 1936

In reply please quote

12.2/13

12th December 1936

General Manager.

Subject :- Re-opening of the Affula-Mas'udiya
and Tulkarm-Nablus Lines by the
Military Authorities.

Reference :- Your GM.421 of the 10th December 1936.

May I please be informed whether Chemin de Fer
du Hedjaz Engine No.106 is to be returned to parent line
immediately the Military Authorities cease to operate the
Haifa-Nablus service, viz. 18th December 1936, or if it
is to be retained until the 24th December 1936 in accordance
with your letter GM.421 of the 5th December 1936.

Copy to Supt. of the Line.

SS.

Henry M. ...
Chief Mechanical Engineer.

Em. G.
15/12

PALESTINE RAILWAYS.
OFFICE OF THE COMMERCIAL MANAGER, HAIFA.

Ref. C.1/90/6B.
Haifa, 12.12.36.

GOODS CIRCULAR No.61.

SUBJECT:- Closing of Affula - Mas'udiya Line.
REFERENCE:- Goods Circular No.55 dated 7.11.36.

The Affula-Mas'udiya Section will be closed for traffic as from the 18th December, 1936, and the instructions contained in the above quoted circular must therefore be considered as cancelled.

Traffic to and from Nablus will in future be forwarded via Tulkarm.

This also cancels the instructions issued in Coaching Circular No.38 dated 7.11.36.

Jl.

COMMERCIAL MANAGER.

منشور البضائع رقم ٦١

الموضوع - اقفال خط العفولة - المسعوديه

بالاشاره الى منشور البضائع رقم ٥٥ تاريخ ٣٦/١١/٧
اعتبارا من ٣٦/١٢/١٨ يصير اقفال خط عفولة - المسعوديه ولذلك
يجب اعتبار التعليمات المندرجة في منشور البضائع المشار اليه بعاليه ملغاة
من الان وصاعدا كل الرسائل المراد تصديرها من والى نابلس تشحن
عن طريق كلوكركم * وهذا المنشور يلغي التعليمات التي صدرت بمنشور الركاب رقم ٣٨
تاريخ ٣٦/١١/٧
المدير التجاري

ח ו ז ר ה ו ב ל ה מס. 61.

הנדון : סגירת השרות בקו עפולה - מסעודיה.
בהתאם : לחוזר הונלה מס. 55 מיום 7.11.36.

התנוע בקו עפולה - מסעודיה תסגר החל מיום 18 לדצמבר
1936, וההוראות המצוינות בחוזר הנ"ל, יש לראותם כבטלים.
התנוע ל- ומשכם תעשה בעתיד דרך תולכרם.

זה כמו כן מבטל את ההוראות שנתנו בחוזר נוסעים
מס. 38 מיום 7.11.36 המנהל המסחרי.

מכבי

GM.421.

12th December 36.

Dear Sir,

Subject :- Closing of the Affula-Mas'udiya Section.

I enclose a Notice and shall be glad if you will kindly arrange to insert it in the next issue of your paper.

Yours faithfully,

(Signed) G. M. CAMPIGLI
X General Manager.

Editor,
Palestine Post,
Jerusalem.

Editor,
Falastin,
Jaffa.

Editor,
Haaretz,
Haifa.

Copy to:- Chief Accountant.

CE.

GM.421.

12th December

36.

Chief Secretary.

Subject :- Re-opening of the Affula-Mas'udiya section of the Hijaz Railway.
Reference:- Your letter R/43/35 of the 16th November 1936.

Expenditure amounting to £P.250 was incurred by the Hijaz Railway in respect of the Affula-Mas'udiya section between the 9th and 23rd November 1936. As no budgetary provision was made to cover expenditure on working this section in the current financial year an application for Special Warrant will be submitted after the discontinuance of the regular services operated by military personnel, to cover the total expenditure on this account.

2. I give below particulars of the traffic carried during the same period :-

GOODS TRANSPORTS.

	<u>Weight.</u> Tons.Kgs.	<u>Revenue</u> £P.Mils.
<u>Military traffic.</u>		
Haifa-Jenin.	24	16.615
Haifa-Nablus.	51	51.385
Nablus-Haifa.	94	70.890
Nablus-Jenin.	7	3.878
	<u>176</u>	<u>142.768</u>
<u>Government traffic.</u>		
Haifa-Nablus	1.583	1.565
Nablus-Haifa.	-.500	-.995
Sila-Affula.	10	2.575
	<u>12.083</u>	<u>5.135</u>

2.

	<u>Weight.</u> <u>Tons.Kgs.</u>	<u>Revenue.</u> <u>EP.Mils.</u>
<u>Public traffic.</u>		
Haifa-Nablus.	18.130	7.015
Haifa-Jenin.	20	7.700
Sila-Jerusalem.	4	2.600
Affula-Sila.	.270	-.160
Affula-Nablus	.360	-.305
Nablus-Samakh.	.565	-.520
	<u>43.325</u>	<u>18.300</u>

BAGGAGE TRANSPORTS.

	<u>Weight</u> <u>Tons.Kgs.</u>	<u>Revenue.</u> <u>EP.Mils.</u>
<u>Government traffic.</u>		
Acre-Nablus.	.400	-.545
Haifa-Nablus.	.073	-.430
	<u>.473</u>	<u>-.975</u>

PASSENGER TRAFFIC.

	<u>No. of passengers.</u>	<u>Revenue</u> <u>EP.Mils.</u>
Military personnel	208	52.440
Government "	3	-.180
Public	<u>3</u>	<u>-.140</u>
Total.	<u>214</u>	<u>52.760</u>

(The revenue figures represent the total revenue for the whole distance travelled and not the proportion of revenue as affecting the Affula-Mas'udiya Section).

SUMMARY OF REVENUE.

	<u>EP.Mils.</u>
Military traffic.	195.208
Government "	6.290
Public "	<u>18.440</u>
	<u>219.938</u>

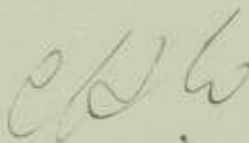
3.

3. I am now advised by the Assistant Director of Military Movements that regular traffic operated by Military personnel between Haifa and Tulkarm will be discontinued for Public and Military traffic as from the 18th and 22nd December respectively.

4. Although the revenue figures are only for a short period I do not think that a continuance of the service is justified at present and a Notice in regard to the closing of the Affula-Mas'udiya section is forwarded herewith for publication in the Gazette. A similar Notice will be published in the Press.

GMC./

CD.



General Manager.

GM.421.

11th December

36.

Chief Secretary.

Subject :- Re-opening of the Affula-Mas'udiya Section of the
Hijaz Railway.

Reference:- Your papers R/43/35.

I regret to inform you that on the 10th December a train coming from Nablus to Haifa and operated by Military personnel collided with a motor lorry at the level crossing near Jenin.

2. Two men in the lorry were killed and two injured. The lorry was wrecked and the locomotive, which is on hire from the Chemins de Fer du Hedjaz, was damaged.

3. I understand that the Military authorities will hold an Enquiry into the accident.

GMC./

CD.


General Manager.

مسكك حديد فلسطين Palestine Railways מסילות ברזל פלשתינה (א"י)

رسالة مصلحة SERVICE MESSAGE שרות תלגרפית

Message No.

الرسالة
التلغرافية

(תשלוח)

(Transmitted)

(مرسلة)

Prefix الرسالة المسد	Code	מורה	דאבל	Office of Origin משרד המקור	מكتب التصدير	Words	מלה	Sent	נשלח	Received	תקבל	Date Stamp
To	RAILDEPTS							To	אל	From	מן	בשעה
								At	בשעה	At	בשעה	
Sender's No.	מס' חשול	11/1		Date	תאריך	11.12.36		In reply to	באופן	By	באופן	

At 1920 hours on 10th No.106 collided with a motor lorry at the Jenin Level Crossing aaa 2 men in the Lorry were killed and 2 injured aaa Lorry wrecked and engine No.106 working train damaged aaa Engine No.15 left Haifa at 0120 arrived Affule at 0222 and worked train with damaged engine on at 0250 on 11th aaa Train delayed 460 minutes.

*Train wrecked
by motor lorry
2 men killed
2 injured
Train delayed 460 minutes*

11/12/36
C.P. [Signature]

From

TRAFFIC

من الحولة

Signature of Sender
(not to be telegraphed)

الراسل (لا يرسل بالتلغراف)
الحولة (أينما بمسرة)

Palestine Railways

In reply please quote:

RC.68/12/

927

OFFICE OF THE CHIEF ACCOUNTANT

Enclosures

HAIFA, 15th. December, 1936

General Manager.

SUBJECT :- Re-opening of the Affula-El Mas'udiya
and Tulkarm - Nablus Lines by the
Military authorities.

REFERENCE:- Your GM.421 of 30th. November, 1936.

No known expenditure was incurred
by this Branch.

[Signature]
Chief Accountant.

AM.

Ally

As it is in any
case now too
late for the week's
gazette it would be
well to attach our letter
to include the necessary
figures & add that
although they are only

~~Chas~~

for a short period
we do not think
a continuation of the
army is justified
at present. Chas. W. 11/12.

Passenger TrafficHaifa - Nabluh Line

	<u>No. of Pass.</u>	<u>Revenue £ pms</u>
(a) <u>Military</u>		
Nabluh - Haifa	208	52.440
(b) <u>Government (Ry Staff)</u>		
<u>1/4 tone order</u>		.180
Haifa - Nabluh	3	
(c) <u>Civilian</u>	3	.140
1 Nabluh - Mas'udya		
1 Affula - Sidah		
1 Mas'udya - Sidah		
	<u>214</u>	<u>52.760</u>

Note

The revenue figures represent the total revenue for the whole distance travelled & not the proportion of revenue as affecting the Affula - Mas'udya Section.

T.D.

BaggageGovt transfersWeightkgRevenueHP mls

Here - Nables

.400

.545

Jomke - Nables

.073

.430

Jerusalem - Nables

.056

1.035

.529

2.010Passengersmulsion

Cavalles

19 310AmountHP mls

Nables - Tullerum

7 235

19.195

Nables - Hailin

10 195

51.750

17 43044770.945

7700

PALESTINE RAILWAYS

Telegraphic Address :—
 "TRAFFIC"—HAIFA.
 code used : "A.B.C." 6th Edition

Office of The Commercial Manager

Haifa Station 8th December, 1936

Enclosures.

In reply please quote

C.1/90/6B.

General Manager.

SUBJECT :- Re-opening of the Affula-El Mas'udiya
 Section of the Hijaz Railway.

REFERENCE:- Your GM.421 of the 19th November, 1936.

I give particulars of the traffic carried over the
 Affula-Mas'udiya line during the period 9th-23rd November :-

GOODS TRAFFIC.

Military Traffic.

	<u>Weight.</u>		<u>Revenue.</u>	
	<u>Tons.</u>	<u>Kgs.</u>	<u>LP.</u>	<u>Mils.</u>
<u>Haifa - Nablus</u>				
Rations.	50,963		51.385	
<u>Haifa - Jenin.</u>				
Rations.	14,975		10.425	
Compressor	1,500		870	
Various.	1,285		975	
Boards.	6,000		4.245	
Personal Effects.	105		100	
<u>Nablus - Haifa</u>				
Stores	32,255		23.845	
Camp Equipment.	56,000		43.835	
Empty Sacks.	6,000		3.210	

Nablus - Jenin.

Stores.	7,000	3.878
---------	-------	-------

 176,083 142.768

Government Departments' Traffic.

Haifa - Nablus

Personal Effects.	205	435
Manure.	780	395
Seeds.	598	735

Nablus - Haifa

Personal Effects.	500	995
-------------------	-----	-----

Sila - Affula.

Telephone Material.	10,000	2.575
---------------------	--------	-------

 12,083 5.135

- 2 -

Public Traffic.

Weight Revenue.
Tons.Kgs. LP.Mils.

Haifa - Nablus.

Kerosene	7.800	3.890
Wheat	10,330	3.125

Haifa - Jenin

Cement	20,000	7.700
--------	--------	-------

Silab - Jerusalem.

Tibben	4.000	2.600
--------	-------	-------

Affula - Sila

Empties	-.270	-.160
---------	-------	-------

Affula - Nablus

Empty tins.	-.360	-.305
-------------	-------	-------

Nablus - Samakh.

Oil and Wheat	-.430	-.375
Wheat	-.115	-.075
Oil	-.20	-.070

43,325	18.300
--------	--------

GRAND TOTAL:-

231,491	166.203
---------	---------

PASSENGER TRAFFIC

<u>No. of</u> <u>passengers</u>	<u>Revenue.</u> <u>LP.Mils.</u>
11	1.150

Of this number two were Military, three Railway staff, travelling under quarter fare concession, and the remainder civilian. These figures do not include bookings from other stations to stations between Affula and Nablus which information is not yet available.

The goods traffic figures have been extracted from station records and may be slightly altered when finally audited by the Chief Accountant.

The test was made over a comparatively short period soon after the service had been inaugurated and the result cannot therefore be taken as giving a fair average of the potentiality of the traffic, particularly the public, that is likely to pass.

As regards Military traffic, I should point out that the revenue on future transports will be somewhat decreased in consequence of the introduction of the truck rates recently agreed vide your letters GM.429.

Since the opportunity of the re-opening of this line has presented itself I think it advisable that we should maintain the service in operation experimentally for a length of time covering certain seasonal traffics though we might later reduce it to two or three trains a week if the Military were to abandon the use of this line.

M. M. M. M.

J.I.

COMMERCIAL MANAGER.

OM.421.

10th December

36.

Chief Mechanical Engineer.
Chief Engineer.
Superintendent of the Line.
Chief Accountant.
Commercial Manager.
Stores Superintendent.

Subject :- Re-opening of the Affula-Mas'udiya and Tulkarm-Nablus lines by the Military Authorities.
Reference:- This office letters OM.421 of the 4th and 8th November 1936.

.... I enclose for your information and necessary action by those Branches concerned, copy of letter from the Deputy Assistant Director of Transportation (MO/P.181 dated the 10th December 1936) in regard to the discontinuance of the regular train services operated by Military personnel between Haifa and Nablus.

2. The Affula-Mas'udiya section will accordingly be closed for traffic and a copy of the Notice which will be published in the Gazette and Press in this connection is also forwarded herewith.

....

3. I am also advised by the Deputy Assistant Director of Transportation that military personnel employed in connection with the operation of the Tulkarm-Nablus line will also be withdrawn about the same date as those employed between Affula and Nablus.

CE.

G. A. M. Singh
General Manager.

PALESTINE RAILWAYS.NOTICE.CLOSING OF THE AFFULA-MAS'UDIYA SECTION.

With reference to the Notice published in the Palestine Gazette No. 646 of the 12th November 1936 the public is hereby informed that the Affula-Mas'udiya Section of the Hijaz Railway will be closed for traffic as from the 18th December 1936.

C.R. Webb.

General Manager.

Haifa
19th December 1936.

NOTICE PUBLISHED
IN
PALESTINE GAZETTE
No. 654 Page 1342
Date 24/12/36

PALESTINE RAILWAYS.NOTICE.CLOSING OF THE AFFULA-MAS'UDIYA SECTION.

With reference to the Notice published in the Palestine Gazette No.646 of the 12th November 1936 the public is hereby informed that the Affula-Mas'udiya Section of the Hijaz Railway will be closed for traffic as from the 18th December 1936.

C.R. Webb.

Haifa
10th December 1936.

General Manager.

PALESTINE RAILWAYS

241

Telegraphic Address:—
"TRAFFIC"—HAIFA.
Code used : "A.B.C." 6th Edition

Office of The Superintendent of the Line.

Enclosures.

Haifa Station 10th December, 1936.

In reply please quote

SL.2/58/11.

General Manager.

SUBJECT :- Haifa - Nablus Line.

REFERENCE:- Your GM.421.

Having regard to the letter from the D.A.D.Tn., Haifa, to you under reference MC/P.181 dated the 10th instant, will you please advise me whether it is your intention that this line should continue to be operated by us as from the 21st instant.

JL.

Hawi.
SUPERINTENDENT OF THE LINE.

GM.421.

10th December

36.

Deputy Assistant Director of Transportation,
Haifa.

SUBJECT :- Re-opening of the Affuls - El Mas'udiya section of
the Hijaz Railway by the Military Authorities.

I desire to acknowledge receipt of your letter
MC/P.181 of even date and will make the necessary notification
to all concerned.

GMC/

GB.

J. Aib
General Manager.

MC/P.131.

Movement Control,
Haifa.
10th December, 1936.

General Manager,
Palestine Railways,
Haifa.

Regular Traffic operated by Military personnel between Haifa and Nablus will be discontinued after December 17th. Civilian Traffic on that day can be accepted on the down journey but not on the up.

A number of special trains will be run between that date and the 22nd when the engine No.156 will be handed over for return to the C.F.H. (106)

Will you please make the necessary notification to the public.

R. Nord.

PCL/WP.

Lieut.Colonel,
D.A.D.Tn.

Copy to:- Suptd. of Line. P.R.
O.C. 8th Rly. Coy. RE. Haifa.
A.D.Tn. Corps Headquarters.
O.I/6. Supplies, R.A.S.C., Haifa.
File No. 213 and 105.

Government of Palestine

Chief Secretary's Office,
Jerusalem.

R/43/35



7 December, 1936.

General Manager,
Palestine Railways.

I am directed to inquire whether a reply can now be sent to my letter
No. R/43/35 of 16th November, 1936, on the subject
of re-opening of Affula-el Mas'udiya section of
the Hijaz Railway.

J. M. Kishinev
CHIEF SECRETARY

*Ally Mr
I think you are
framing this case.
C/S to
10/12.*

23)

PALESTINE RAILWAYS

OFFICE OF THE CHIEF ENGINEER.

Please address reply to:-
CHIEF ENGINEER
Palestine Railways
HAIFA.

In reply please quote:-

134.8/5.

Enclosures

Haifa Station 8th. December, 1936.

General Manager.



SUBJECT :- Re-opening of the Affula -
El Mas'udiya and Tulkarm -
Nablus Lines by the Military
Authorities.
REFERENCE :- Your GM.421 of 4.12.1936.

The stores in question are flags, spanners,
jacks, etc., required for track maintenance and cost
£P.47.000 mls.

NG/

J.P. Kulan.
CHIEF ENGINEER.

9th December 6.

GM.421.

Superintendent of the Line.

SUBJECT :- Re-opening of the Affula - El Mes'udiya and Tulkarm -
Nabluş lines by the Military Authorities.
REFERENCE:- This office letters GM.421 of the 8th November and
5th December 1936.

The charge for hire of C.F.H. engine No.106,
which I understand was handed over at Samakh on the 3rd November,
will be at the rate of £P.3 per day for the first month and
£P.4.215 mile per day thereafter.

2. The D.H.P. Railway were asked to maintain the
charge of £P.3 per day up to the 24th December but they have
declined to do so.

GB.

(Signed) G. M. CAMPIGLI
X General Manager.

Copy to :- Chief Accountant.

Beyrouth, le 7 décembre 1936

RECEVUE

TELEGRAMME

n 421

RAILWAYS HAI PA

VOTRE DEPECHE 7 COURANT FACILITES EXCEPTIONNELLES CONSENTIES
29 OCTOBRE PEUVENT PAS ETRE PROLONGEES SOMMES OBLIGES REVENIR
CONDITIONS NORMALES LETTRE CASC 28 NOVEMBRE

DACHEPORT

-O-O-O-O-O-O-O-O-O-

Exp. Direction D.H.P. - Beyrouth

AA/MB.

Beirut, le 5 décembre 1936

AFFIRMÉ

6421

TELEGRAM

-0-0-0-0-0-0-0-0-0-0-0-0-

RAILWAYS

CAIFFA

Votre télégramme aujourd'hui accord prolongation location
conditions lettre Gasc 28 novembre

DACHESPORT

Expéditeur - Direction D.H.P.

Beirut

Texte entièrement en clair ne comportant aucune signification
autre que celle qui ressort de son libellé.

PALESTINE RAILWAYS

Chief Mechanical Engineers Office

HAIFA

Telegraphic Address:
"LORAIL HAIFA"



In reply please quote

12.2/13

Enclosures

General Manager.

4th December 1936

Subject :- Re-opening of the Afula-El Mas'udiya
and Tulkarm-Nablus Lines by the
Military Authorities.

Reference :- Your GM.421 of the 8th November 1936.

Costs of this service incurred by this Branch
during November were £P.6.552 Mils.

Another engine has been supplied on two occasions
when engine 106 was stopped for washing out but there were
no specific repair costs on this account.

It was not possible to frame an estimate as there
was no indication of the probable repairs or of how much of
such repairs would be executed by the Military.

Henry M. M. M.
Chief Mechanical Engineer.

SS.

TRANSLATION OF TELEGRAM.

From Dacheport.
To Palestine Railways.
Date 7.12.36.

Your telegram of the 7th. The exceptional concession granted on the 29th October cannot be extended. We are compelled to maintain the normal conditions stipulated in Mr. Gasc's letter of the 28th November.

EB/ CE.

C.

PALESTINE POSTS, TELEGRAPHS & TELEPHONES.

P.T. 6

105

No. of telegram

Prefix 28	Service	تعليمات ادارية	
Orig. No. 2221	Instructions	הוראות משדירות	
Words 25	Handed in at Beyrouth	سلم في	
Recd. from J Bet	Time 1635	نفسر =	
by	Received at 1745	التاريخ	
		في	Sent to
		وصل في	At
		نفسر =	By

To

Railways Haifa

Votre depeche 7 courant facilites exceptionnelles
 les consenties 29 octobre peuvent
 pas etre prolongees sommes obliges revenir
 conditions normales lettre gasc 28 novembre
 dacheport

7.12.1936.

RAILWAYS

Emb
X General Manager.

O.P.G.S.

DACHEPORT BEIRUT.

YOUR TELEGRAM	5TH DECEMBER	RE HIRE OF	ENGINE No.106	NOTED THANKS STOP
M. GASC AGREED	TO APPROACH	YOU WITH A	VIEW TO SAME	HIRE CHARGE
BEING MAINTAINED	AS THAT	COMMUNICATED	IN YOUR	TELEGRAM OF
29TH OCTOBER	STOP	KINDLY REPLY	FURTHER STOP	RAILWAYS

TRANSLATION OF TELEGRAM.

From : Dacheport.

To : Railways.

Date : 5.12.36.

Your wire of to-day. Agree to extend hire on the conditions stipulated in Mr. Gasc's letter of 28th November.

CE.

where is this letter?
✓
Encl
✓ 7/12

C.

PALESTINE POSTS, TELEGRAPHS & TELEPHONES.

P.T. 6

No. of telegram 33

Prefix 17

Orig. No. 2131

Words 15

Recd. from Bet

by S

Service

Instructions

Handed in at

Time 12 45

Received at

Beirut

الوقت on 5

1306

تعليمات ادارية

تعليمات مשרد

سلم في

نمبر

التاريخ

بיום

وصل في

نمط

Sent to

At

By

To

Railways Caiffa

Votre telegramme aujour d'hui accord prolongation
location conditions lettre gasc 28 novembre

Dacheport

230

C.

PALESTINE POSTS, TELEGRAPHS & TELEPHONES

P.T. 6

Prefix	Service	No. of telegram
Orig. No.	Instructions	
Words	Handed in at	
Recd. from	Time	
By	Received at	
	on	
	At	
	Sent to	

To

GM.421.

5th December

36.

Deputy Assistant Director of Transportation,
Haifa.

SUBJECT :- Re-opening of the Affula - El Mas'udiya and
Tulkarm - Nablus lines by the Military Authorities.
REFERENCE:- Your letter MC/P.213 of the 1st December 1936.

The D.H.P. Railway has been requested to
extend the hire of C.P.H. engine No.106 up to the 24th
December.

GB.

(Signed) G. M. CAMPIGLI

X General Manager.

Copy to :- Chief Mechanical Engineer) Forwarded with
" " Superintendent of the Line (reference to this
" " Chief Accountant.) office letter GM.421
of the 8th November
1936.

BMC/

Lr 421

5.12.36.

Railways.

O.P.O.S.

General Manager.

Dachport Beirut

Reference	our	telegram	31st	October
and	conversation with		Mr.	Gasc
yesterday stop	shall	be	grateful	if
you	will	extend	hire	of
C.F.H.	engine	Number	106	until
the	24th	December stop	This	engine
is	being	used on	Affule	Nablus
line stop.	Railways.			

227

4th December

6.

GM.421.

Chief Engineer.

SUBJECT :- Re-opening of the Affula - El Mas'udiya and
Tulkarm - Nablus lines by the Military
Authorities.

REFERENCE:- Your letter 134.8/5 of December 3rd 1936.

I shall be glad if you will furnish particulars
of the stores in question together with the cost.

GMC/

GB.

E. M. G.
General Manager.

10
14/12 ✓

PALESTINE RAILWAYS

OFFICE OF THE CHIEF ENGINEER.

Please address reply to:-
CHIEF ENGINEER
Palestine Railways
HAIFA.

In reply please quote:-

134.8/5.

Enclosures

Haifa Station 3rd. December, 1936.

General Manager.

URGENT

3 1936

SUBJECT :- Re-opening of the Affula -
El Mas'udiya and Tulkarm -
Nablus Lines by the Military
Authorities.
REFERENCE :- Your GM.421 of 2.12.1936.

No direct expenditure was incurred by this Branch during November in connection with the re-opening of the Affula-El Mas'udiya Section, but some stores were drawn by the Military for this purpose the cost of which will be charged to this Branch. This expenditure, however, will appear in the December accounts.

NG/

J.P. Kulan.
CHIEF ENGINEER.

COPY.

CHIEF MECHANICAL ENGINEER'S
OFFICE,
HAIFA.

5.44/1.

2nd December 1936.

General Manager.

Subject :- Failure of 105 c/m Gauge Engine No.106 - 28th
November 1936.

Reference :- Raildept's wire 30/2 of the 30th November 1936.

The above engine, working a Special Military Train and operated by Military personnel, failed at kilo 24 due to engine working at low water level, resulting in the melting of the fusible plugs.

The engine was brought to Haifa and an examination of the boiler carried out.

Beyond the discolouration of the crownplate and slight leakage from an old copper bush no damage appears to have been done.

The engine was again examined at full working pressure of 12 Atmospheres and roof stays were in good condition but the bush required caulking.

A further examination was made on 29th November 1936 and the condition of the engine being satisfactory resumed service. Water gauge glass and cocks were in good condition.

This locomotive was hired from the Chemin de Fer du Hedjaz for the Military Authorities.

This failure has not been reported to the D.A.D.Tn. by this Branch.

(Sgd) H.A. Cotching.

Chief Mechanical Engineer.

NG.

224

Palestine Railways

General Manager's Office
Haifa.

.....Enclosures

2nd December 1936.

Reference **GM.421.**

URGENT.

Chief Engineer.

Subject :- Re-opening of the Affula-El Mas'udiya and Tulkarm-Nablus Lines by the Military authorities.
Reference:- Your letter 134.8/5 of the 1st December 1936.

I shall be glad if you will confirm that no expenditure was incurred by your Branch during November in connection with the re-opening of the Affula-El Mas'udiya section of the Hijaz Railway.

GMC./

CD.

F. M. G.
General Manager.

11/12/36

PALESTINE RAILWAYS

OFFICE OF THE CHIEF ENGINEER.

Please address reply to:—
CHIEF ENGINEER
Palestine Railways
HAIFA.

In reply please quote :-

134.8/5.

Enclosures

Haifa Station, 1st. December, 1936.

General Manager.

SUBJECT :- Re-opening of the Affula -
El Mas'udiya and Tulkarm -
Nablus Lines by the Military
Authorities.
REFERENCE :- Your GM.421 of 8.11.36 para (IV)

No extra funds are required for the maintenance of the Affula - El Mas'udiya Line during the current financial year as owing to the disturbances there are sufficient savings in the appropriate vote in Abstract "A" to meet this expenditure.

NG/

W. H. H. H.
M CHIEF ENGINEER.

221-
MC/P.213.

Movement Control,
HAIFA.
1st December, 1936.

General Manager,
Palestine Railways,
HAIFA.

Will you please arrange to extend
the time of hiring of the **G.F.H** Engine until
December ~~20th.~~ 24th P.L.

V.C. Lord

Lieut-Colonel,
D.A.D.Tn.

PALESTINE RAILWAYS

OFFICE OF THE SUPERINTENDENT OF THE LINE
HAIFA

Telegraphic Address: —

•TRAFFIC"
HAIFA

Code used: "A.B.C." 6th Edition

In reply please quote:

SL. 2/58/11.

Enclosures.....

1st December, 1935.

General Manager.

SUBJECT :- Working Expenses of the Affula -
Mas'udiya Section of the Hijaz Railway.
REFERENCE:- Your GN. 421 of 19.11.1936.

I find myself in some difficulty in assessing the charges which may properly be debited to the Affula-Mas'udiya Section of this line as distinct from the Affula-Nablus section, as the Military trains operating on this line run throughout daily from Affula to Nablus.

I am therefore shewing the expenses for the period 9th to 23rd November 1935 as for Affula - Nablus.

Traffic Staff Costs.

LP. Mile

- | | | | |
|------|--------------------------------------|------------|--------|
| (a). | 1 Station Master, Nablus. | | |
| (b). | 2 Travelling Acting Station Masters. | LP. 15.537 | 15.537 |

With regard to (a) I have charged only 50% of salary for the period named, as the Station Master is normally required to deal with traffic from Tulkarm to Nablus but I think a moiety is now chargeable to the other section.

Locomotive Costs.

Hire charge at LP. 3 per day on		
C.P.H. engine. - 15 days.	45.000	45.000

Materials. C.P.H. Engine No. 106

Coal.	61.019	
Superheater Oil.	403	
Engine Oil.	615	
Paraffin.	204.	
Waste.	140	
Water.	2.288	
		64.569

C. Ford 125.206

P.T.O.

PALESTINE RAILWAYS

221

Telegraphic Address:—

•TRAFFIC•
HAIFA

Code used: "A.B.C." 6th Edition

OFFICE OF THE SUPERINTENDENT OF THE LINE
HAIFA

In reply please quote:

Enclosures.....

193

B/Forward.

LP. Miles.
~~64.669~~
125 206

P.R. Engine No.154.

Coal.	LP. 9.463	
Superheater Oil.	.062	
Engine Oil.	.094	
Paraffin.	.034	
Cotton Waste.	.010	
Water.	.352	
		10.015

Water ^{for} washing out.	0.208	0.208
-----------------------------------	-------------	-------

Axle Oil.	0.774	0.774
-----------	-------------	-------

Locomotive Staff Costs.

Wages of Examiner.	0.800	0.800
--------------------	-------------	-------

Wages of Oiler.	0.438	0.438
-----------------	-------------	-------

Other Materials for Stations.

Paraffin } Cotton Waste. }	1.280	1.280
-------------------------------	-------------	-------

Total:- LP.138.721

In addition returnable new stores to the value of LP.57,007 have been issued, but these have not been included in the total of LP.138.721 which represent recurring expenses only.

Haail.
SUPERINTENDENT OF THE LINE.

JI.

Copy to:- D.A.D.Tn., Haifa.

מסלות ברזל פלשתינה א"י

PALESTINE RAILWAYS

سركك حديد فلاحه

(הנשלחת)

(Transmitted)

مرحلة

100

מספר התלג

מספר התלגרמה

Prefix الرسالة المسخ	Code דביל מורה	Office of Origin מכתב התעבורה	Words מלה	Sent אוסל נשלח	Received נתקבל	Date Stamp תאריך חותמת תאריך
To אל				To אל	From מן	
At ב				At ב	At ב	
By ע"י				By ע"י	By ע"י	
Sender's No. 30/2				Date 30.11.36	In reply to באופן תשובה על	

At 0520 on 28th engine No. 106 working Special Military Train from Haifa to Nablus failed at X.24 H.R. due to dropped fusible plug. Engine No. 163 working No. 151 cleared train back to Kfar Yehoshua at 0651. Engine No. 155 from Haifa at 0649 worked train from Kfar Yehoshua at 0800. Engine No. 106 was worked dead to Haifa at 1214. Train delayed 156 mts. No. 151 - 159 mts. No. 22. 41 mts. No. 103/106 were suppressed.

מִן הַשּׁוֹלַח

C. Coulman.

חוקמת השולח (לא ירשל بالتلغراف)

30th November

6.

GM.421.

Chief Mechanical Engineer.
Chief Engineer.
Superintendent of the Line.
Chief Accountant.
Commercial Manager.

Subject :- Re-opening of the Affula-El Mas'udiya and Tulkarm-Nablus Lines by the Military authorities.

I shall be glad if you will expedite submission of the information asked for in paragraph (iv) of this Office letter GM.421 of the 8th November 1936.

GMC/

CE.


General Manager.

Mr
12/12/36

Palestine Railways

In reply please quote:

Enclosures

OFFICE OF THE CHIEF ACCOUNTANT

RC. 68/12/902

HAIFA, 28th. November, 1936

General Manager.

SUBJECT :- Reopening of the Affula - El Mas'udiya
Tulkarm - Nablus Lines by Military
Authorities.

REFERENCE:- Your letters GM.421 of 4.11.36 and 8.11.36.

I have not been informed how the various charges incurred in connection with the above services are to be borne by this Administration or the Military Authorities .

2. The following appear from your letters :-

✓ (1) Operation and Maintenance (with the exception of Permanent Way Tulkarm - Nablus Line) will be performed by the Military. This is presumably in respect of the Military traffic.

/ (2) Essential requirements e.g., Coal, Oil, water and Staff dealing with civilian consignments to be provided by the Railway. This equally applies to Maintenance of Locomotives and Rolling Stock and Hire of Locomotives from the Chemin de Fer du Hedjaz.

(3) The Assistant Director of Military Movements will be prepared to supply without charge Fitters, etc., to assist in the maintenance of Locomotives and Rolling Stock and this, I presume, will be done to cover the Military Authorities share of expenditure required on this work.

Palestine Railways

In reply please quote :

Enclosures

OFFICE OF THE CHIEF ACCOUNTANT

HAIFA,

- 2 -

If my presumptions are correct the Military Authorities will pay for expenditure incurred in respect of their own transports and therefore no freight charges are to be raised by the Railway on a tonnage basis as is the case on other lines.

4. With regard to charges to be raised against the Military in respect of Railway labour and materials used for Military Transports, necessary instructions will have to be issued to Branches concerned; also a procedure will have to be established in respect of services rendered by either party such as conveyance of civilian consignments in a military train and vice versa, maintenance of permanent way by the Railway and repairs of bridges by the Military.

5. It is presumed that the Application for Special Warrant mentioned in para (iv) of your letter dated 8.11.36 will cover only the Railway share of expenditure.

6. Kindly favour me with your early instructions.


Chief Accountant.

AM.

TRANSLATION.

DAMASCUS.

2095/D.

28th November 1936.

General Manager,
Palestine Railways.

Sir,

*All
Guaranteed
Advised.
Gule
11/12*

You will remember that, to facilitate the resumption of your traffic at the end of the troubles in Palestine, Mr. Nidelet agreed to loan you a Hartmann locomotive (No.106 tender 93) for one month at the exceptional and very low rate of £P.3 per day.

This locomotive was handed to you at Samakh on the 3rd of November and the month's hire will accordingly expire on the evening of 2nd December.

*All
Guaranteed
Advised.
Gule
16/12*

In this connection will you please note that, should you require to detain this locomotive after that date, the hire charge would revert to what was fixed in our conference of June 1935 namely £P.4.215 mils. This rate which, as you will remember, was arrived at by converting the 1931 charges at the rate of exchange prevailing in 1935, provides, in relation to these converted prices, a reduction of 15% which, inspite of present conditions, we will maintain for the time being. We should be grateful, however, if, in view of the depreciation of Syrian Currency and to avoid a new conversion of rates, settlement of the hire charges may be effected in Palestine Currency; and if payment of hire in respect of the four 3rd class C.F.H. Coaches may, as from 1st December, be effected in Palestine Currency at the rate of 450 mils fixed in June 1935. We had, hitherto and pending discussion with you at Haifa, applied the rate of 200 Syrian Piastres which the depreciation of Syrian Currency obviously makes inadequate.

Yours faithfully,

(Sgd) Gasc.

Le Representant de La Direction.

Copy to :- File GM.421.

CE.

J Gule

19th November

6.

GM.421.

Superintendent of the Line.
Commercial Manager.

Subject :- Re-opening of the Affula-El Mas'udiya section of
the Hijaz Railway.

Chief Secretary has asked for a report on the
operation of this section, with particular reference to
financial results, when it has been in use for a fortnight,
i.e. the period of the 9th to the 23rd November 1936.

2. I shall be glad if you will enable me to
submit the necessary report.

GMC/

CR.

(Signed) G. M. CAMPIGLI

X General Manager.

Copy to:- Chief Accountant.

BF
29/XI

Government of Palestine

21)

In replying to this
letter please quote the
date and reference
number.

R/43/35

Chief Secretary's Office,
Jerusalem,
Palestine.



16 November, 1936.

General Manager,
Palestine Railways.

With reference to the correspondence
ending with your letter No.GM.421 of the 5th 21
November, 1936, on the subject of re-opening
of Affula-El Mas'udiya section of the Hijaz
Railway, I am directed to request that you will
furnish a report on the operation of this section,
with particular reference to financial results,
when it has been in use for a fortnight, i.e.
the period of the 9th to the 23rd November, 1936.

Agm
with you pl.
do this

[Signature]
CHIEF SECRETARY.

[Signature]
19-11

[Signature]

17/11/36.

[Signature]

216

PALESTINE RAILWAYS

Telegraphic Address :-

"RAILSTORES"

HAIFA

OFFICE OF THE STORES SUPERINTENDENT

HAIFA

In reply please quote

74/43

Enclosures

11th November, 1936 193

General Manager.

Subject :- Re-opening of the Affula-El Mas'udiya
and Tulkarm Lines by the military
authorities.

Reference:- Your letter G.M. 421 of 8th instant.

There will be no initial expenditure in
connection with this project so far as this Branch is concerned
please.

✓

ASTG. STORES SUPERINTENDENT.

8th November

G.

GM.481.

Chief Mechanical Engineer.
Chief Engineer.
Superintendent of the Line.
Chief Accountant.
Commercial Manager.
Stores Superintendent.

Subject :- Re-opening of the Affula-El Mas'udiya and Tulkara-Hablas Lines by the Military authorities.
Reference :- My letter GM.481 of the 4th November 1933.

I append herunder further information for your guidance in connection with the re-opening of the Affula-El Mas'udiya and Tulkara-Hablas line :-

AFFULA-EL MAS'UDIYA LINE.

- (i) When the question arose of a locomotive being obtained from the Chemins de Fer du Hedjaz for working this line, the Assistant Director of Military Movements stated that the period of hire should be fixed for a month and the D.H.F. Railway were so informed in a telegram dated the 31st October 1933.
- (ii) Essential requirements e.g. coal, oil, water, and staff for dealing with civilian consignments will be provided by, and at the expense of, the Hijaz Railway. It will also be the responsibility of the Railway to maintain the locomotive and rolling stock used but the Assistant Director of Military Movements will be prepared to supply, without charge, fitters etc., to assist in this work.

2.

(iii) The Chief Secretary has instructed that the cost of hire of the locomotive from the Chemins de Fer du Hedjaz should be borne by the Railway and, if necessary, the allocation can be settled later.

(iv) As no budgetary provision has been made in regard to the re-opening of the Affuleh-Ki Mas'udiya line it will be necessary to submit an application to the Chief Secretary for a Special Varrant to cover all expenditure on this account. I shall be glad if you will arrange to furnish particulars of the estimated expenditure likely to be incurred by your Branch for the month of November so that the necessary application may be made.

TULKHAM-HABLUS LINE.

(i) It was intended to resume operation when repairs to the bridges at Kilometre 3.787 and Kilometre 10.460 were completed, and any ordinary expenditure incurred in operation, with effect from the date of re-opening, should be met from the existing budgetary provision.

(ii) With regard to the future working of this line, please see my letter GH.4350 of even date.

F. With

Acting General Manager.

PALESTINE RAILWAYS

OFFICE OF THE SUPERINTENDENT OF THE LINE
HAIFA

Telegraphic Address:—

"TRAFFIC"
HAIFA

Code used: "A.B.C." 6th Edition

In reply please quote:

SL.2/58/11

Enclosures.....

5th November, 1936.

General Manager.

SUBJECT :- Re-opening of the Affula-Mas'udiya
and Tulkarm-Nablus Lines, by the
Military Authorities.
REFERENCE:- Your letter No. GM.421 of the 4th
November, 1936.

Although it is implied in para 3 of your above quoted letter that the Branches concerned will supply locomotive power, rolling stock, etc., I suggest that, in order to avoid any misunderstanding, that Branches be specifically instructed that all essential requirements must be supplied and charged to the respective Hijaz Railway votes.

2. I have in mind the following :-

Chief Mechanical Engineer's Branch.	-	Repairs and maintenance to locomotives and Rolling Stock.
--	---	---

Superintendent of the Line's Branch.	(a). Supply of coal, oil & water. (b). Staff for dealing with civil consignments and cash transactions.
---	--

3. I suggest that it will be necessary for Branches to keep separate record of all expenditure incurred, especially as no budgetary provision exists for the Affula - Mas'udiya Line, and in order that the operation of the lines may be periodically tested from a financial aspect.

Jl.

A. A. A.
SUPERINTENDENT OF THE LINE.

733
GM.421.

212
5th November

36.

Dear Sir,

SUBJECT :- Re-opening of Affula- El Mas'udiya section of
the Hijaz Railway.

.....
I enclose a notice on the above subject and shall
be glad if you will kindly arrange to insert it in the next
issue of your paper.

Yours faithfully,

(Signed) G. M. CAMPIGLI

Acting General Manager.

GA./

GB.

E. W. W.
Manager, Palestine Post, POB. 66 Haifa.

Jerusalem
Editor, Haaretz, P.O.B. 398, Haifa.

Editor, Falastin, Jaffa.

Chief Secretary.

Subject :- Re-opening of Affula-El Mas'udiya section of
the Hijaz Railway.
Reference :- Your papers R/194/31 and R/66/36.

..... With reference to paragraph 6 of my letter
GM.421 of the 3rd November 1936, I enclose a Notice for
publication in the Gazette in regard to the re-opening of
the Affula-El Mas'udiya section as from the 9th November.

2. The change in the date of re-opening this
section has been made at the request of the Military
authorities.

NG.

(Signed) G. M. CAMPIGLI
Acting General Manager.

20

PALESTINE RAILWAYS.

NOTICE.

RE-OPENING OF THE AFFULA-MAS'UDIYA SECTION.

With reference to the Notice published in the Official Gazette No.297 of the 16th December 1931, the public is hereby informed that the Affula-Mas'udiya section of the Hijaz Railway will be re-opened for traffic as from the 9th of November 1936.

Haifa.
5th November 1936.

(Sgd) G.M. Campigli.
Acting General Manager.

209

PALESTINE RAILWAYS

Telegraphic Address :—
"TRAFFIC"—HAIFA.
Code used : "A.B.C." 6th Edition

Office of The Commercial Manager

Haifa Station 4th November, 1936.

.....Enclosures.

In reply please quote

C. 1/90/6.

General Manager.

SUBJECT :- Re-opening of Affula - Mas'udiya
and Nablus - Tulkarm lines.

I enclose herewith, for publication in
the Palestine Gazette, a notice regarding the re-
opening of the Affula-Mas'udiya and Nablus - Tulkarm
lines

Ta Shamsi
/ COMMERCIAL MANAGER.

MT.

PALESTINE RAILWAYS.

NOTICE.

REOPENING OF THE AFFULA - MAS'UDIYA AND
NABLUS - TULKARM LINES.
)))--(((

The public is hereby informed that with effect from Monday the 9th November 1936, the Affula - Mas'udiya and Nablus - Tulkarm lines will be re-opened for the conveyance of passengers (except as between Tulkarm and Nablus) and merchandise until further notice.

A passenger and Goods train service will operate daily between Haifa and Nablus via Affula as under :-

Haifa	Dep. 0830	Nablus	Dep. 1530
Kfar Yehoshua	" 0912	Sebastieh	" 1600
Affula	" 0952	Mas'udiya	" 1626
Jenin	" 1042	Sileh	" 1746
Arraba	" 1127	Arraba	" 1823
Sileh	" 1217	Jenin	" 1901
Mas'udiya	" 1327	Affula	" 1941
Sebastieh	" 1349	Kfar Yehoshua	" 2015
Nablus	Arr. 1430	Haifa	Arr. 2050

Particulars of the fares and rates can be obtained on application to any Station Master.

G.M. Campigli
ACTING GENERAL MANAGER.

GM.421.

4th November

36.

Deputy Assistant Director of Transportation,
Haifa.

Subject :- Re-opening of Affula-Mas'udiya and Tulkarm-
Nablus lines by the Military authorities.
Reference :- Your letter MC/P.181 of the 3rd November 1936.

.....

Referring to our conversation, I enclose copy
of my letter GM.421 of even date addressed to the Railway
Heads of Branches in connection with the re-opening of the
lines in question.

(Signed) G. M. CAMPIGLI
Acting General Manager.

GMC./

NG.

4th November

6.

OM.481.

Chief Mechanical Engineer.
Chief Engineer.
Superintendent of the Line.
Chief Accountant.
Commercial Manager.
Acting Stores Superintendent.

Subject 1:- Re-opening of Affule-Mas'udiya and Tulkarm-Habbus lines by the Military authorities.

The above-mentioned lines will be re-opened for military purposes on the 6th, and for military and civil traffic on the 9th November and until further notice.

2. The operation and maintenance will be carried out by military railway personnel but the maintenance of the permanent way of the Tulkarm-Habbus line will be performed by the Engineering Branch of the Palestine Railways.

3. The arrangements for the supply of locomotive power, rolling stock, and for conveyance of traffic on the trains operated by military personnel will be made by Heads of Branches in direct consultation with the Assistant Director of Military Movements.

GD.

(Signed) G. M. CAMPIGLI
Acting General Manager.

205
MC/P. 181



Movement Control
Haifa.

3rd Nov. 1936.

The Assistant General Manager.
Palestine Railway.

Superintendent of the Line,
Palestine Railway.

Herewith a copy of a General Order which
is going to be published on the subject of the
Haifa / Nablus Narrow Gauge Line.

P. Lord

Lieut.Col.
D.A.D. Tn. Haifa.

EA.

OPENING OF 105 cm. NARROW GAUGE RAILWAY TO NABLUS.

1. The railway lines from Haifa and TULKARM to NABLUS will open to traffic (personnel and goods), on 5 Nov 36, Time Table will be notified later.

All stores and supplies for JENIN - NABLUS Area and, except perishables, for delivery at TULKARM station will be sent from HAIFA by narrow gauge.

Stores from SARAFAND and LYDDA for NABLUS and JENIN will be sent via A/M.C.O. TULKARM.

2. Use of M.T. for delivery of stores and supplies to these areas will be discontinued from this date, except in cases of special urgency.

3. Normal warrants and Railway Transport Requisitions will be used to authorize carriage of personnel and goods on these lines. Through warrants may be issued to and from any stations on the Palestine Railways.

(CR/PAL/3455/Q(M).)

(Sgd) D.J. McMULLEN,
Colonel,
A.D.Tn.

GM.421.

3rd November

36.

Chief Secretary.

Subject :- Re-opening of Affula-Mas'udiya-Tulkarm-Nablus sections of the Hijaz Railway.

Reference:- Your letter R/43/35 of the 30th October 1936.

With reference to paragraph 1 of your letter, I was asked by an Assistant Secretary to give an estimate of the additional expenditure which would be incurred by this Department for re-opening and operating the line between Affula and Nablus by Military railway personnel; furthermore, in the absence of the Assistant Director of Transportation from Palestine, it was desired that I should confer with the Assistant Director of Military Movements with regard to the proposals put forward by the former in this connection.

2. These requests were complied with but I had previously expressed the opinion that re-opening this line, save for purely Military purposes, could not be justified: in any case, the instructions of Government were essential before train services could be resumed on a line which had been closed for more than four years and for the operation of which budgetary provision had not been made. I expected that these considerations would be weighed by Government, in consultation with the higher military authorities, and a decision communicated to me.

702

2.

3. I again referred to this matter in my confidential letter GM.4640/1 of the 17th October 1936 on the subject of Railway Operation the relevant paragraph of which reads as follows :-

" In my letter Secret GM.421 of the 2nd October, I submitted my views on the proposal to re-open the line between Affula and Mas'udiya. I have since discussed this matter with the Assistant Director of Military Movements and he agrees that the re-opening of this line can only be justified from a Military standpoint as necessary to economise motor transport for military stores to places such as Jenin and Nablus. A further reason why the Military authorities desire the line to be re-opened is that it would enable them to use exclusively the railway personnel who recently arrived with the reinforcements in anticipation of a further strike.

It has been the intention to re-open the Tulkarm-Nablus line when repairs to the bridges at Kilometre 3.737 and Kilometre 10.450 between Mas'udiya and Nablus were completed. The work of building temporary trestle bridges is being carried out by the Royal Engineers and the Railway is affording all possible assistance. I see no objection to this line being operated in due course by Military railway personnel.

4. On the 29th October, I received your telephone instructions that following a discussion with Col. McMullen on the projected working of the Tulkarm-Nablus and Affula-Nablus lines, Government had decided to re-open these lines as a trial and if this involved the hire of locomotives from the Chemins de Fer du Hedjaz, any stated period of hire should be as short as possible to permit their early return if the general working expenditure was found to be excessive.

5. I communicated this decision to the Assistant Director of Military Movements who considered that the proposed daily service could be reduced and that only one

201
3.

locomotive would be required instead of the two previously asked for.

6. The Assistant Director of Military Movements also considered that the use of an engine for one month would be sufficient and in view of the shortage of 105 cm. gauge locomotives here, I telegraphed the Management of the Chemins de Fer du Hedjaz on the 30th October for one to be supplied on hire. The locomotive is being handed over at Samakh to-day, and, by arrangement with the Assistant Director of Military Movements, the Affula-Nablus line will be re-opened on the 5th November.

7. The Chief Engineer has reported the line to be fit for traffic and normal working will be resumed between Tulkarm-Nablus as from the 5th November. The section will be operated by Military Railway personnel but the maintenance of the permanent way will be performed by the Railways staff against provision in the draft Estimates.

GMC./

CD.

(Signed) G. M. CAMPIGLI⁴⁻²⁷
Acting General Manager.

Government of Palestine

In replying to this letter please quote the date and reference number.

R/43/35.

Chief Secretary's Office,
Jerusalem,
Palestine.

30 October, 1936.

Acting General Manager,
Palestine Railways.

*recd
2nd Nov
Gumb*

I am directed to refer to the correspondence ending with your Secret letter No.GM.421 of the 2nd October, 1936, on the subject of the re-opening of the Affule-Mas'udiya section of the Hedjaz Railway, and to the message conveyed to you by an Assistant Secretary on the 6th October to the effect that it was desired that you should arrive at a modus vivendi in regard to this question in direct communication with the military authorities.

2. The High Commissioner is informed that this section of the line will be ready for traffic on the 28th October, but that no agreement has yet been arrived at regarding its operation.

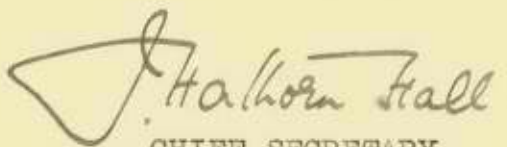
I am to request that you will take early and positive action to bring this matter to a conclusion.

I am to add that, should it be necessary to do so, you may arrange for the hire of locomotives from the Chemins de Fer du Hedjaz for the operation of this section. The allocation of the hire charges can be settled in due course.

3. His Excellency is also informed that the Tulkarm-Mas'udiya section of the line will be open for

traffic/

traffic by the 30th October, and I am to say that it is assumed that you have made the necessary arrangements for its operation.


CHIEF SECRETARY.

PALESTINE POSTS, TELEGRAPHS & TELEPHONES.

P.T. 6

No. of telegram

38

Prefix 22
Orig. No. 0911
Words 9 Bet
Recd. from
by \$

Service Instructions
Handed in at Beyrouth
Time 12.55
Received at 1300

تعليمات ادارة
تعليمات مشورتيه
سلم في
نمسار ب
التاريخ
بيوم
وصل في
تقصد ب

Sent to

At

By



To

Railways Caiffa

Locomotive sera remise samath

3 novembre

Dacheport

Engine will be deliver samath 3rd november

Copyright will be taken by the
author of the manuscript

(9)

PALESTINE RAILWAYS

Telegraphic Address: —

"TRAFFIC"
HAIFA

Code used: "A.B.C." 6th Edition

OFFICE OF THE SUPERINTENDENT OF THE LINE
HAIFA

In reply please quote:

SL.2/58/11.

Enclosures _____

30th October, 1936.

General Manager.

SUBJECT :- Working of the Affula - Nablus and Tulkarm -
Nablus lines by Military.

At 1820 hours on the 29th October 1936, the Chief Secretary spoke to me on the telephone and stated that he had been unable to get into telephonic communication with you.

2. He asked me to convey to you the following :-

(a) That he had discussed the question of the working of the Tulkarm - Nablus and Affula - Nablus lines with Col. McMallen.

(b) He was of the opinion that considerable saving could be effected in the conveyance of Military stores and supplies over the lines in question, which would permit of hired road transport being released.

(c) That a certain quantity of civilian traffic would no doubt be available, and this would also help in the general working.

(d) That if it was necessary to hire locomotives from the C.F.H., any stated period of hire should be as short as possible, so as to permit of their early return, if the general working expenditure is found to be excessive.

P.T.O.

196
PALESTINE RAILWAYS

Telegraphic Address: —

“TRAFFIC”
HAIFA

Code used: “A.B.C.” 6th Edition

OFFICE OF THE SUPERINTENDENT OF THE LINE
HAIFA

In reply please quote:

SL.2/58/11.

Enclosures.....

30th October, 1936.

- 2 -

(e) That in view of the foregoing he would like the working to be given a trial.

3. The Chief Secretary asked as regards the general position in Haifa Harbour and I informed him that it had considerably improved.

4. I also took the opportunity of asking whether the additional siding at Jerusalem could not be commenced forthwith, but he stated that owing to the heavy increase in the estimated cost, the Secretary of States' approval must be awaited.

ND.



SUPERINTENDENT OF THE LINE.

Emb
30/11/36

C.

PALESTINE POSTS, TELEGRAPHS & TELEPHONES.

195 P.T. 6

No. of telegram

19

Prefix	10	Service	تعليمات ادارة
Orig. No.	0901	Instructions	تعليمات مשרدיות
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by	J	10 40	التاريخ
		on	يوم
		31	وصل في
		1059	تحتفل ب
		Received at	Ar
			By

To

Railways

Haifa

Suite communication telephonique
 confirms Notre telegramme 129
 courant

Dacheport

Further to telephone conversation confirm our telegram

of the 29th inst

Railways

31.10.36.

O.P.S.S.

Acting General Manager.

Dacheport Beirut.

Your	telegram	29th	October	noted
thanks	we	require	one	2-8-0
type	Hartmann	for	period	of
one	month	kindly	telegraph	when
engine	can	be	handed	over,

Railways

193
From D.H.P. Beyrouth

To Railways Haifa.

Dated 29th October 1936.

We do not have any Winterthur Locomotive but could
loan you 2 2-8-0 type Hartmann saturated Locomotives at
the hire charge of £P.3 provided for in the Agreement for
exchange of rolling stock dated 2nd May 1931.

C.

PALESTINE POSTS, TELEGRAPHS & TELEPHONES.

192

110

P.T. 6

No. of telegram

Prefix

Orig. No.

Words

Recd. from

by

Service

Instructions

Handed in at

Time

Received at

Beirut

1745

on

1800

تعليمات ادارية

تعليمات مשרد

سلم في

نفسه

التاريخ

بיום

وصل في

تحتفل بـ

Sent to

At

By

To

Railways Haifa

Ne possédons aucune locomotive winterthur pourrions
 vous louer deux locomotives hartmann vapeur saturée
 type 2-8-0 au prix de 3 livres palestiniennes prévu
 par convention échange matériel du 2 mai 1931

dacheport

Palestine
Railways.

G. G. G.

Acting General Manager.

O.P.G.S.

D.H.P. Beirut.

Kindly	telegraph	whether	you	could
hire	us	two	2 - 8 - 0	type
Winterthur	engines	and	if	so
under	what	terms.	Railways.	

sent at 11.45 hours on 29/XI/36.

9th October

36.

Deputy Assistant Director of Transportation,
Haifa.

Subject :- Affula-Nablus line.
Reference:- Your letter MC/P.105 of the 7th October 1936.

The section in question was closed to traffic
in March 1932.

2. The proposals put forward by the Assistant
Director of Transportation in his letter DJM/2 of the
24th September for the re-opening of this line have been
communicated to the Palestine Government for consideration
and I should prefer to await a decision before instructing
the Chief Engineer to carry out the work asked for in your
letter under reply.

GMC./

CD.

(Signed) G. M. CAMPIGLI
Acting General Manager.

MC/P.105.

189
Movement Control,
HAIFA.
7th October, 1936.

Acting General Manager,
Palestine Railways,
HAIFA.

Subject:- 105 cm.gauge line, Affule
Jenin Nablus, Tulkarem Nablus.

Reference this office letter of
the 24th September.

Can you please instruct your
Engineering Department to pack and slew
the line where necessary between Affule
and Jenin.

The Army will accept debit for
the cost involved.

P. Lord.

PCL/WP.

Lieut.Colonel.
D.A.D.Tn,

Copy to:- G.H.Q.(QM), Palestine.
O.C., 42nd Fd Coy.R.E.
O.C., 8th Railway Coy.R.E.

GM.421.

2nd October

36.

SECRET.

Chief Secretary.

Subject :- Proposed re-opening of Affula-Mas'udiya Section of the Hijaz Railway.

....
I attach copy of letter from the Assistant Director of Transportation, Headquarters, British Forces in Palestine and Trans-Jordan containing proposals for the re-opening of the line between Affula and Mas'udiya and for its operation by Military personnel under certain conditions.

2. After discussion with the responsible Railway technical officers I wish to submit the following remarks :-

The line under reference was closed to traffic in March 1932 because of its low earning capacity and high operating ratio. Since then, the question of re-opening it has been investigated on more than one occasion, the last being in July 1935 when it was decided after consultation with the Chamber of Commerce, Nablus, and the District Commissioner that even the running of a goods train on three days a week could not be justified.

3. The best part of 61 kilometres of this tortuous line between Jenin and Nablus comprises deep cuttings, sharp curves and steep gradients: in fact, it is the most difficult section of the railway we could have to operate. The maximum

train load over the ruling grade between Jenin and Nablus is 180 tons gross or the equivalent of seven (15 ton) wagons loaded to capacity for the most powerful type of locomotive available.

4. Few of the narrow gauge goods vehicles are fitted with the vacuum brake and a brakeman has, therefore, to be employed on every train to assist in its control when descending the steep gradients.

5. There is little civilian traffic likely to be forwarded from Nablus so that from Nablus to Affula the trains would run almost empty. There would be practically no passenger traffic in either direction and the running of a 'mixed' train, involving the haulage of a coach, would not be justified.

6. I am advised by the Acting Superintendent of the Line that a maximum of fifteen wagons would be required for a daily service of Military traffic over this line and in view of the seasonal increase of public traffic during the winter, it would probably be necessary to hire that number of wagons from the Chemins de Fer du Hedjaz to meet commercial requirements elsewhere on the Hijaz Railway.

7. The Running Superintendent states that all 105 cm. gauge engines at present under repair in the main workshops will, when they become available for service, be immediately required for use between Haifa and Samakh and that at such short notice there will be no margin of power available for any new services between Affula - Nablus.

8. The Chief Engineer reports there is no water

supply for locomotives at Affula, Jenin, Sile and Arrabeh and that without expenditure for such supply, a 3500 gallons water tank would have to be hauled on the train for locomotive purposes. This additional haulage would reduce the paying load of the train by one wagon.

9. The operation of the Affula-Mas'udiya section simultaneously with the Tulkarm-Nablus line would necessitate the appointment of staff at Mas'udiya junction and intermediate stations all of whom, with the railway telephonic communication, were withdrawn when the line was closed and the buildings were leased to the Police Department. Its re-opening would result in additional expenditure for which no budgetary provision exists and swell the already heavy deficit in the finances of the Hijaz Railway.

10. I would submit that this line should not be re-opened for service unless, and until, it can be shown that with all its operating disadvantages it is of paramount necessity to do so for the transport of supplies to the garrison.

11. I consider that the obvious and simpler alternative route - shorter by 12 kilometres than the other circuitous route - is over the standard gauge line to Tulkarm where transhipment to the Nablus line is effected. As a matter of fact, this is what was done with public traffic before the bridges at kilometre 3.787 and kilometre 10.450 were damaged by sabotage. Working on the figures supplied to me by the Assistant Director of Transportation i.e., from 200 to 600 tons weekly from Haifa to Nablus, I foresee no difficulty in handling this traffic via Tulkarm on the standard gauge during the citrus

season. Moreover, in any case, wagons will have to be sent to Tulkarm for loading citrus and this, to some extent, would be facilitated by the consignment of military supplies by the route I have suggested.

12. Summarised from the railway standpoint, the proposal can only be regarded as involving unjustified expenditure and as likely to lead to complicated working; from the point of view of protection I would venture the opinion that the physical features of this line - one of which is a tunnel 222 metres long - seem particularly vulnerable to sabotage thus demanding careful guarding.

13. I accordingly recommend that, so far as the use of the 105 cm. gauge is concerned, the work should be concentrated on the relatively shorter and easier section between Tulkarm and Nablus and only in the event of emergency such as the dislocation of communications in the main line between Haifa - Tulkarm should the Affula-Mas'udiya section be used, and then as a temporary measure.

14. With regard to paragraph 2 of the Assistant Director of Transportation's letter, the opportunity is taken to suggest that until repairs to the railway bridges between Mas'udiya and Nablus are completed, military traffic for Nablus should be sent to Tulkarm and thence by road instead of via Jerusalem. This has already been suggested to him to relieve the Jerusalem line and also the congestion at Lydda but I was informed that it was desired to reduce the employment of motor transport to a minimum.

(Signed) G. M. CAMPIGLI
Acting General Manager.

GM.421.

2nd October

36.

SECRET.

Chief Secretary.

Subject :- Proposed re-opening of Affula-Mas'udiya Section of the Hijaz Railway.

....

I attach copy of letter from the Assistant Director of Transportation, Headquarters, British Forces in Palestine and Trans-Jordan containing proposals for the re-opening of the line between Affula and Mas'udiya and for its operation by Military personnel under certain conditions.

2. After discussion with the responsible Railway technical officers I wish to submit the following remarks :-

The line under reference was closed to traffic in March 1932 because of its low earning capacity and high operating ratio. Since then, the question of re-opening it has been investigated on more than one occasion, the last being in July 1935 when it was decided after consultation with the Chamber of Commerce, Nablus, and the District Commissioner that even the running of a goods train on three days a week could not be justified.

3. The best part of 61 kilometres of this tortuous line between Jenin and Nablus comprises deep cuttings, sharp curves and steep gradients: in fact, it is the most difficult section of the railway we could have to operate. The maximum

train load over the ruling grade between Jenin and Nablus is 180 tons gross or the equivalent of seven (15 ton) wagons loaded to capacity for the most powerful type of locomotive available.

4. Few of the narrow gauge goods vehicles are fitted with the vacuum brake and a brakesman has, therefore, to be employed on every train to assist in its control when descending the steep gradients.

5. There is little civilian traffic likely to be forwarded from Nablus so that from Nablus to Affula the trains would run almost empty. There would be practically no passenger traffic in either direction and the running of a 'mixed' train, involving the haulage of a coach, would not be justified.

6. I am advised by the Acting Superintendent of the Line that a maximum of fifteen wagons would be required for a daily service of Military traffic over this line and in view of the seasonal increase of public traffic during the winter, it would probably be necessary to hire that number of wagons from the Chemins de Fer du Hedjaz to meet commercial requirements elsewhere on the Hijaz Railway.

7. The Running Superintendent states that all 105 cm. gauge engines at present under repair in the main workshops will, when they become available for service, be immediately required for use between Haifa and Samakh and that at such short notice there will be no margin of power available for any new services between Affula - Nablus.

8. The Chief Engineer reports there is no water

supply for locomotives at Affula, Jenin, Sile and Arrabeh and that without expenditure for such supply, a 3500 gallons water tank would have to be hauled on the train for locomotive purposes. This additional haulage would reduce the paying load of the train by one wagon.

9. The operation of the Affula-Mas'udiya section simultaneously with the Tulkarm-Nablus line would necessitate the appointment of staff at Mas'udiya junction and intermediate stations all of whom, with the railway telephonic communication, were withdrawn when the line was closed and the buildings were leased to the Police Department. Its re-opening would result in additional expenditure for which no budgetary provision exists and swell the already heavy deficit in the finances of the Hijaz Railway.

10. I would submit that this line should not be re-opened for service unless, and until, it can be shown that with all its operating disadvantages it is of paramount necessity to do so for the transport of supplies to the garrison.

11. I consider that the obvious and simpler alternative route - shorter by 18 kilometres than the other circuitous route - is over the standard gauge line to Tulkarm where transshipment to the Nablus line is effected. As a matter of fact, this is what was done with public traffic before the bridges at kilometre 3.787 and kilometre 10.450 were damaged by sabotage. Working on the figures supplied to me by the Assistant Director of Transportation i.e., from 200 to 500 tons weekly from Haifa to Nablus, I foresee no difficulty in handling this traffic via Tulkarm on the standard gauge during the citrus

season. Moreover, in any case, wagons will have to be sent to Tulkarm for loading citrus and this, to some extent, would be facilitated by the consignment of military supplies by the route I have suggested.

12. Summarised from the railway standpoint, the proposal can only be regarded as involving unjustified expenditure and as likely to lead to complicated working; from the point of view of protection I would venture the opinion that the physical features of this line - one of which is a tunnel 222 metres long - seem particularly vulnerable to sabotage thus demanding careful guarding.

13. I accordingly recommend that, so far as the use of the 105 cm. gauge is concerned, the work should be concentrated on the relatively shorter and easier section between Tulkarm and Nablus and only in the event of emergency such as the dislocation of communications in the main line between Haifa - Tulkarm should the Affula-Mas'udiya section be used, and then as a temporary measure.

14. With regard to paragraph 2 of the Assistant Director of Transportation's letter, the opportunity is taken to suggest that until repairs to the railway bridges between Mas'udiya and Nablus are completed, military traffic for Nablus should be sent to Tulkarm and thence by road instead of via Jerusalem. This has already been suggested to him to relieve the Jerusalem line and also the congestion at Lydda but I was informed that it was desired to reduce the employment of motor transport to a minimum.

(Signed) G. M. CAMPIGLI
Acting General Manager.

180
MC/P. 105.

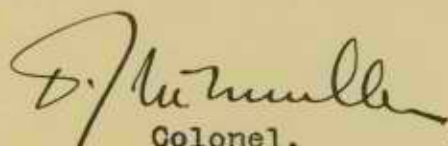
Movement Control,
HAIFA.
26th September, 1936.

Acting General Manager,
Palestine Railways,
HAIFA.

Reference your GM/421 of to-day.

It is impossible to forecast traffic exactly as the numbers of troops in the area will be varied to suit the situation - please see paragraph 5 of my letter referred to; one mixed train a day each way should easily cover requirements which will be anything from 200 to 600 tons weekly according to the amount of the R.E. and Ordnance stores required.

Reference last sentence. It is also desired to reduce the employment of M.T. to a minimum.


Colonel,
A.D.T.N.,
H.Q., B.F.P. & T.J.

Copy:- Mr. G.H. Jerusalem

Encl

GM.421.

26th September

36.

Assistant Director of Transportation,
Headquarters, British Forces in
Palestine and Trans-Jordan,
Haifa.

Subject :- Suggested re-opening of the line between Affula and
Nablus.

Reference:- Your letter DJM/2 of the 24th September 1936.

It will be necessary for me to refer your proposals to the Palestine Government for instructions. To this end, I should be grateful if you would kindly inform me the approximate quantity of military traffic which will require to be forwarded from Haifa to Nablus, and also whether it would not be possible immediately to relieve the Jerusalem line by forwarding such traffic to Tulkarm for onward despatch by road.

(Signed) G. M. CAMPIGLI
Acting General Manager.

HMC./

CD.

HAIFA.

24th September, 1936.

Acting General Manager,
Palestine Railways
HAIFA.



Subject:- 105 cm.gauge line - Afule-Jenin-Nablus.
Tulkarem-Nablus.

1. I have been asked by G.H.C. to ascertain if it can be arranged to open traffic on the 105 cm.lines to Nablus using Military Railway Personnel for operating (traffic and loco) and for P.W.maintenance.
2. The reason for this is both military and civil.
The army in future will be largely fed from Haifa from sea borne supplies. In view of the approach of the Citrus season it is considered desirable to keep as much of the military traffic as possible off the line between Haifa and Lydda. and also off the Jerusalem line.
(At present Nablus is being fed by road from Jerusalem involving haul of supplies up the Jerusalem line).
It is also considered that if these lines were opened up, as much civil traffic as possible for these districts should be diverted on to the 105 cm.lines. Provided the rates charged are the same total as via the normal route this would appear to be possible.
3. As stated in para.1 the military authorities would provide all the technical personnel necessary from Afule (exclusive) to Nablus and Tulkarem (exclusive) but the military authorities cannot undertake the receipt or handling of any cash payments for either passengers or goods.
4. In view of the proposed provision of military staff for these lines, it is considered that all necessary locomotives, rolling stock, and stores (coal, oil, etc.) should be provided by the Palestine Railways.
5. One mixed train a day on the Haifa/Nablus line, with connections to and from Tulkarem, would appear to meet all requirements. Depart Haifa a.m. and return Haifa p.m.
6. I am instructing Lt.Colonel P.C.Lord, R.E., D.A.D.Tn.Haifa to get in direct touch with you to work out the details.

Colonel.,
A.D.T.N.,
H.Q..British Forces in Palestine and T.J.

Haifa.
DJM/WP.

Copy to:- G.H.C.(AM), Jerusalem.

See SM's letter

4650 dated 20th July

1661. regarding bridge replacement.

7 P23
7 200g

GM.4650.

20th July 1936.

Chief Secretary.

SUBJECT:- Tulkarm - Nablus Line.

Referring to my letter of June the 13th. It has not been possible in the present circumstances to make a very accurate estimate of the cost of repairing the two damaged bridges but the approximate figures given to me by the Chief Engineer are £P.2000 for one bridge and £P.700 for the other.

2. In the £P.2000 is included £P.700 for a steel span which will have to be ordered from the Crown Agents.

3. I had feared at first that the cost would be greater and I have given such consideration as I have found possible in the present circumstances to the question of whether we should leave this section closed and re-open the Nablus-Affula section or close the Nablus-Tulkarm line as well and endeavour to establish a road/^{service}between the latter two places.

4. I feel that the first possibility is definitely inadvisable as the connection with the main line at Tulkarm is more important and I do not think the comparatively small expenditure of £P.2700 on the repair of the Tulkarm-Nablus line would justify the closing of that section. I still have hopes that the traffic on it, fed from the main line, may increase, especially soap to Egypt and oil from Haifa, and to close it would also probably preclude any possibility of securing traffic by rail from the Jaffa District to Nablus although in this respect road transport has advantages.

5. In the circumstances I recommend that the line should be repaired as soon as possible. The work cannot suitably be undertaken at present but I should be glad if you would approve the placing of an order immediately for the steel span referred to above and for the reconstruction of the bridges in due course at the estimated cost given in the first paragraph of this letter and which is not, of course, provided for in the draft estimates.

(Sgd.) C.R.Webb.

General Manager.

Copy to:- Chief Engineer. Reference your letter 121.2/11 of 18th July 1936.
 " " Superintendent of the Line. Your letter SL.1/23/27 of 13th March 1936.
 " " Commercial Manager. Your letter C.1/90/6 of 3rd July 1936.

EAA.

Copy to:- GM.421.

174.

PALESTINE RAILWAYS

Telegraphic Address :—
"TRAFFIC"—HAIFA.
code used : "A.B.C." 6th Edition

Office of The Commercial Manager

Haifa Station 13th July, 1936.

Enclosures.

In reply please quote

C.1/90/6

General Manager.

SUBJECT :- Closing of Tulkarm - Nablus Line.

Further to my letter of the 3rd instant 172.
and conversation. If you refer to your papers GM.421
of July 1935 you will find that the estimated balance
of revenue for the suggested re-opening for the six
summer months of the section of line between Affula
and Mas'udiya show a credit of £P.700 against a debit
of £P.1064 recurring expenditure and £P.550 non-recurring
expenditure.

This did not include any allocation of the
receipts on Nablus traffic itself, but if the line
between Tulkarm-Mas'udiya were not to be re-opened and
the Nablus traffic had to pass via Affula that revenue
also would, of course, be properly brought into account
and the balance of revenue for the working of the
complete section between Affula and Nablus for six months
of summer would then be roughly a credit of £P.1200 against
a debit of about £P.1250 recurring expenditure plus the
item of £P.550 non-recurring.

The fact that the re-opening of this line
would save an expenditure of some £P.2700 in the renewal
of bridges on the Tulkarm section must be given its due
weight, but when one takes into account the prejudice

we might cause to the largest individual traffic at Nablus, namely the soap for Egypt and also the fact that we should cut ourselves off from securing any traffic by rail from the Jaffa district to Nablus it is possible that there is not much to chose between the two alternative methods suggested for dealing with the present situation.

M. H. L. H. A. M.

COMMERCIAL MANAGER.

SH.

PALESTINE RAILWAYS

Telegraphic Address :—
"TRAFFIC"—HAIFA.
code used : "A.B.C." 6th Edition

Office of The Commercial Manager

Haifa Station 3rd July, 1936.

Enclosures.

In reply please quote

General Manager.

C.1/90/6

MANAGER'S OFFICE
6 JUL 1936

SUBJECT :- Closing of Tulkarm - Nablus Line.

It has occurred to me that in considering the re-building of the two bridges which have been damaged on the Tulkarm-Nablus line, it might be worth while considering the alternative method of re-instating a train service with Nablus, namely by reopening the Affule-Nablus Section and leaving the Tulkarm-Nablus Section derelict.

cm
4650

At the time when we investigated the question of re-opening this line last July (see your papers GM.421) I pointed out that the additional traffic that could be obtained would not cover the probable cost of working the section from Affule to El Mas'udiya, but if ^{traffic} to and from Nablus itself is brought into reckoning and also the saving that will be effected by not renewing the two bridges which have been damaged on the branch from Tulkarm then I think the final balance might be favourable.

As regards traffic the position is that the largest part of the tonnage by rail to Nablus is from Haifa and I presume that it might be almost more convenient to be able to work such traffic in Narrow Gauge wagons throughout rather than transshipping at Tulkarm, traders would also save the transshipment cost of 40 miles per ton. The re-opening of the line from Affule would also make it easier to send traffic from Nablus district to Syria and I understand that there is a considerable tonnage of soap

and in season of melons which passes by road in that direction and which we might under such circumstances be able to obtain.

We should, of course, have to make some arrangements for motoring consignments of soap from Nablus to Tulkarm for loading to Egypt. It would also be unlikely that we should obtain any traffic by rail between Jaffa and Nablus, but we do not seem to get any of this at present.

I have ^{not} of course, gone closely into the question of costs and revenue prospects, but should be glad to hear whether you would be disposed to consider my suggestion.

M. A. L. H. A. M.

COMMERCIAL MANAGER.

SH.